

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

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AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Certificated Officers' Union.

"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

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South Wales Echo.—"Well edited, and interesting."

MR. PLIMSOLL AND WORKING MEN.



The honoured President of the National Sailors' and Firemen's Union, Mr. Plimsoll, is the subject of a sketch in a volume written by Mr. A. H. Japp, and just published by Mr. Fisher Unwin, under the title of "Good Men and True." From this interesting and valuable work—containing portraits and lives of Dean Stanley, Arnold Toynbee, Charles Kingsley, Edward Denison, Dr. Guthrie, and others,—we extract the following:—

Mr. Plimsoll was born at Bristol, on February 10, 1824—the son of Thomas Plimsoll, who was engaged in business there. The family had been for generations in well-to-do circumstances; but a succession of reverses came upon the father when Samuel was but a boy, and had a good deal to do with the circumstances of his youth and the fact that he had practically to make his own way in the world. When a mere child, Samuel Plimsoll's parents removed to Penrith, in Cumberland; and

there they remained for some years, the boy's education being well attended to, amid the healthful influences of a well-conducted home in one of the most lovely districts in England.

By-and-by the Plimsolls removed to Sheffield, where Samuel's education was carefully carried on. At fifteen he entered a lawyer's office; but, owing partly to the circumstances alluded to above, he went, in his seventeenth year, as a clerk in the brewery of Mr. Birks, then Mayor of the town. His employer soon discovered that he had met with no ordinary clerk, and, step by step, Samuel Plimsoll rose till he was in the highest confidential position, in spite of his youth. Here he took a great interest in the men employed, and was active in many movements for their improvement, having been, as he himself tells in "Our Seamen," secretary to some of their societies and a member of relief committees.

Nor was his activity limited to work in the office, or to such efforts as these. Whilst still there, in 1851, he was honorary secretary to the local committee of the Great Exhibition. But, not unreasonably in the case of a young man of energy and parts, Mr. Plimssoll was desirous to do something for himself; and, after much consideration, he left Mr. Birks in 1854, and came up to London and embarked in the coal trade.

His first adventure did not bring him success; in fact he lost what little he had, and was thrown upon the world almost penniless. It was then that he found it necessary to enter on the life of which he has given such a graphic and touching account in "Our Seamen"—residence in that Model Lodging House in London, about which, no doubt, many of his readers have felt not a little curiosity. There he saw much of the life and character of working men, and learned not only to respect but to admire them for genuine qualities of unaffected heroism, patient endurance, and ready help to their companions. But we must let him tell in his own words the effect which these experiences, under which a less buoyant and self-sufficing man might have sunk, had upon his mind and heart.

"I have lived with the working men, and know them," he writes. "For months and months I lived in one of the model lodging-houses, established mainly by the efforts of Lord Shaftesbury. There is one in Fetter-lane, another in Hatton-garden, and indeed they are scattered all over London. I went there because I could not afford a better lodging. I have had to make 7s. 9½d. (3s. of which I paid for my lodging) last me a whole week, and did it. It is astonishing how little you can live on when you divest yourself of all fancied needs. I had plenty of good wheat bread to eat all the week, and the half of a herring for a relish (less will do if you can't afford half, for it is a splendid fish), and good coffee to drink; and I know how much, or rather how little, roast shoulder of mutton you can get for 2d. for your Sunday dinner. Don't suppose I went there from choice—I went of stern necessity (and this was promotion too), and I went with strong shrinking, with a sense of suffering great humiliation, regarding my being there as a thing to be carefully kept secret from all my own friends. In a word, I considered it only less degrading than spunging upon friends, or borrowing what I saw no chance of ever being able to pay.

"Now, what did I see there? I found the workmen considerate for each other. I found that they would go out (those who were out of employment) day after day, and patiently tramp miles and miles seeking employment, returning night after night unsuccessful and dispirited, only, however, to sally out the following morning with renewed determination. They would walk incredibly long distances to places where they had heard of a job of work; and this not for a few days, but for many, many days. And I have seen such a man sit down wearily by the fire (we had a common room for sitting and cooking everything) with a hungry, despondent look—he had not tasted food all day—and accosted by another scarcely less poor than himself with 'Here, mate, get this into thee,' handing him at the same time a piece of bread and some cold meat, and afterwards some coffee. And adding, 'Better luck to-morrow. Keep up your pecker.' And all this without any idea that they were practising the most

splendid patience, fortitude, courage, and generosity I had ever seen. You would hear them talk of absent wife and children sometimes—these in a distant workhouse (trade was very bad then), with expressions of affection, and the hope of seeing them again soon; although the one was irreverently alluded to as 'my old woman,' and the latter as 'the kids.'

"I very soon got rid of miserable self-pity there, and came to reflect that Dr. Livingstone would probably be thankful for good wheat bread; and if the bed was of flock and hay, and the sheets of cotton, that better men than I in the Crimea (the war was going on then) would think themselves very lucky to have as good; and then, too, I began to reflect, that when you come to think of it, that such as these men were, so were the vast majority of the working classes; that the idle and the drunken we see about public-houses are but a small minority of them, made to appear the more because public-houses are all put in such places; that the great bulk are at home—for the man who has to be at work at six in the morning can't stay up at night; he is in bed early, and is as I found my fellow-inmates. Now just consider: do you not—unconsciously, it may well be—still, do you not sometimes, in thinking of working men, picture those, few though they be, you see late at night about public-houses; not exclusively, perhaps, but rather more than the ninety-and-nine who are at home with their families, recruiting their physical strength for the morrow's work? Well, it was impossible to indulge self-pity in circumstances like these, and, emulous of the genuine manhood all around me, I set to work again: for what might not be done with youth and health? and simply by preparing myself rather more thoroughly for my business than had previously been considered necessary, I was soon strong enough to live more in accordance with my previous life, and am now able to speak a true word for the genuine men I left behind, simply because my dead parents had given me greater advantages than these men had had. But I did not leave all at once. I wanted to learn the lesson well; and, though I went reluctantly, I remained voluntarily, because the kindly feelings I took with me had changed into hearty respect and admiration, and I was busy thinking, for some things I thought I knew before appeared in a new and different aspect. For instance, I knew that when the explosion took place at the Warren Vale Colliery, as a member of the relief committee formed in Sheffield, the claims upon the funds had not been limited to the wives and children of the poor men killed, but we found that in several instances the men killed had supported widowed mothers, and in others younger brothers and sisters, who had with themselves been deprived of fathers by some preceding accident. And again, at the Land Hill explosion this was the case too—nearly one-third of the men killed, as the respective committees can testify, were thus supporting relations other than wife or child.

"I also thought a little more of the subscriptions of the men I had generally managed at the Brewery where I was employed before I came to London to seek my fortune. And the more I thought, the more I wondered at the readiness with which men earning 16s. per week, and a cottage, and having a wife, and in some cases five, six, or seven children, would spare 1s. each to help a dead comrade's

widow, or 6d. to help a fellow-workman to defray the extra expense of a funeral in the family. Fancy what a sum 1s. is in such circumstances!"

The lesson was not lost on Mr. Plimssoll. He once more found it possible to embark in business, having, as he says, studied more thoroughly the conditions and possibilities of the trade—the coal trade, to which he had now returned. He had resolved that, if fortune favoured him, he would devote himself to the interests of the working men; and his connection with Bristol and his business naturally led him to hear a good deal about the sailors, their condition, and the relations in which they stood to the shipowners. As the time went on, and his circumstances improved, allowing him some margin of leisure, he began to collect facts, and to investigate thoroughly the grounds of complaints which he had heard; resolving that no time or effort should be spared to have right done where wrong existed—a resolve in which he had the fullest sympathy from his partner for life. As his inquiries proceeded, it became apparent to him that to effect many of the changes demanded, it was necessary that some one in Parliament should regard himself as specially charged with this duty.

A TELEGRAM was received at Gosport, January 3, announcing that the body of Mr. W. Blyth, second mate of the steam yacht *Irva*, which went ashore off Cape Trafalgar, had been picked up. The corpses of two seamen named Liddle and Stewart have also been recovered.

JUSTICE'S "JUSTICE."—Twelve seamen belonging to the British barque *Quebec*, were charged on January 7, before the Weymouth Borough magistrates, with disobedience of the master's lawful commands. It was stated that the vessel left London for New York, but owing to severe weather put into Portland Roads on Sunday. The prisoners then refused to work, giving as a reason that the first and second officers had made use of bad language towards them, and had struck one of the men because he was wearing mittens. They had each received an advance note of £3 10s. before starting, they were now offered 5 dollars each if they would return, which, they refused, as they did not like to be sworn at. The Bench committed eleven of them to six weeks' hard labour. The other man was discharged, as he had been pronounced unfit to proceed to sea. The report does not state that the charge against one of the officers for assaulting a man for wearing mittens was inquired into at all. Perhaps the Weymouth magistrates consider the wearing of mittens justifies an assault.

SEAMEN AND THE FRANCHISE.—A note of alarm must be raised at the inroads which the law courts are making upon popular legislation. Some recent decisions with reference to the franchise display, in a very marked manner, a calculated process of cutting down, curtailing, and abolishing rights and privileges established by Parliament. In this particular instance the initiative towards disfranchisement has been taken by the responsible Tory officials. It is to be hoped the Democracy throughout the country will notice this unceasing eager desire of the Tories that the Democracy shall not have votes. It will be remembered that by some recent decisions militiamen absent from their homes for their annual training have been disfranchised. Then the Tories went a step further. They procured the disfranchisement of sailors in foreign bound vessels, although their wives and families were occupying houses at home. Now they have taken a third step. They have succeeded in disfranchising sailors in coasting vessels. I sincerely trust that SEAFARING, the organ of the Sailors' and Firemen's Union—a paper which I am glad to notice is now printed at a Union office—will devote some of its energies to the removal of this fraud which the Tories have perpetrated upon the seamen's franchise. Having succeeded in disfranchising these three classes, the Tories are said to contemplate bringing test cases for the disfranchisement of engine-drivers, railway guards, postal sorters in the mail service, and commercial travellers. These facts are an instructive lesson, and ought to be an effective warning to the Democracy against putting any trust whatever in the Tory wolf.—*Reynolds's Newspaper.*

YARNS.

CXVI.

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FOUNDED ON FACT;

CHAPTER I.

Journalists, it is sometimes said, will write in advocacy of any principles provided only that they be paid. If this be true of them as a rule, Eric Northman was certainly an exception. He did not so much write to live as live to write. He had some opinions on certain political, religious, and social questions, and these opinions were none the less strong for being the result of prejudice as well as of reason. Eric's father had been a prosperous doctor in a remote part of Scotland where Eric was born, 15 years before his father died suddenly, leaving the boy to the care of a guardian, who was also executor for the doctor. Mrs. Northman was a daughter of one of the most ancient county families, in a neighbourhood where people whose pedigrees did not extend beyond the Norman conquest were regarded as comparative upstarts. But Mrs. Northman held with Tennyson that

Kind hearts are more than coronets,
And simple faith than Norman blood.

She might have wedded a man of title and of wealth, but she accepted instead Dr. Northman, then fresh from college, and without as yet even a practice. The doctor, however, succeeded in his profession, and was regarded as so skilful that some of its leaders in the metropolis would have him settle there. By this time Mrs. Northman had come into some money, which enabled her to act as the ministering angel of all the poor in the neighbourhood, while her husband would ride for miles over the hills to relieve some sick person who was neither asked nor expected to pay.

Both husband and wife were too much interested in their work to care for the flattering offers of fame in London. Dr. Northman was, in fact, rather too devoted to the service of humanity in which at the prime of life he wore himself out—as more doctors do than is generally supposed. Dr. Northman had not been dead many months before Eric went for a sailor on board a merchant ship.

Eric had been brought up by the sea which had a great fascination for him, while his guardian, Mr. Robert Roberts, and the boy could never agree. By the time Eric was nineteen, he had risen to be an officer, and had twice circumnavigated the globe, he had visited many strange lands, and he had been shipwrecked. The monotony of life on board ship had become tedious to him, while that passionate enthusiasm for the good of humanity which he had inherited from his parents had asserted itself more and more strongly as experience of the world shewed him how much wrong was in it that could be set right. The Press he perceived to be the great power of the age, and he determined to exchange the profession of sailor for that of a journalist. This was easier resolved upon than accomplished. Eric had always been remarkable for facile, terse and vigorous composition, and his appetite for literature, especially for historical, philosophical, political and scientific works, had become greatly sharpened in solitude at sea, while poetry was his chief delight. Ever since he had left school he had given as much time as possible to study, and at nineteen, when he abandoned the sea as his profession, he had a greater store of general information than many university men several years older. On leaving the sea he devoted a year more solely to study. He then began in London to write for the Press.

Eric Northman was full of indignation over the wrongs of sailors, and had much to tell the world concerning the barbarous treatment meted out to many British seamen, and how ships and men were lost that owners might grow rich on the money for which vessels and their cargoes were insured. But Mr. Plimsoll had not yet been heard of. Editors treated the facts as incredible or unfit for publication. Eric's work was "declined with thanks" when he wrote on the subject nearest his heart. His mother died suddenly while he was thus engaged. Eric suspected foul play on the part of his guardian, to whom he had written some angry letters respecting pecuniary and other family matters. Eric's letters were none the less angry when it came out that Mr. Roberts had treated Mrs. Northman cruelly, as well as dishonestly.

Eric hastened to the north to Lumtown, his native village, to call Mr. Roberts to account. Mr. Roberts at once repaired to a functionary known in Scotland as the Procurator Fiscal, or Public Prosecutor, who, in Lumtown, as in some remote parts of that country, was allowed to act as the private solicitor of any person. That person may be one who has committed a crime

when the Public Prosecutor ought to prosecute him for; but the Public Prosecutor, by being allowed to act as his solicitor, can defend him instead, and so the criminal may escape. It seems incredible that such an anomaly should exist in any part of Britain at the present day, but in remote parts of Scotland it does exist. Mr. Roberts was thus able to ensure that he would escape prosecution, because prosecution was impossible in Scotland unless the Procurator Fiscal took up the case. But it was absolutely necessary that Eric should at once be got rid of. Even a few hours might enable him to get enough evidence, which, if laid before the authorities in London, would bring Mr. Roberts to the gallows. Two devoted servants of Mrs. Northman could have told him enough for that. These servants were consequently kept out of his way. Mr. Roberts was careful Eric should not meet him. Eric went to consult Mr. Softly, a local solicitor, whom he had known years before. Mr. Softly had certain pecuniary interests in the credit of Mr. Roberts, although he did not disclose the fact to Eric, whose suspicions he pooh-poohed. Mr. Softly kept Eric in conversation for a couple of hours, without giving him any definite advice. Eric had hardly left his office before he was served with a decree of the Sheriff's Court, requiring him to deposit £50 as security that he would not injure Mr. Roberts in his person or property, failing which security he would have to go to prison for an indefinite period. A few hours' grace was given Eric to decide which he would do.

Mr. Softly, on being consulted, explained that the Procurator Fiscal had obtained Letters of Lawboroughs against Eric, on the ground that Mr. Roberts went in fear of him.

"But I was never called upon to appear," said Eric. "I did not even know that such an application was to be made against me. It cannot surely be legal to give such a judgment without hearing me?"

"Perfectly legal. Here is the Statute," said Mr. Softly, producing Erskine's "Institute of the Law of Scotland" which he referred to as a recognised authority.

Eric looked at the page pointed out to him, and there, sure enough, it was stated that Letters of Lawboroughs, sentencing a man to fine or imprisonment might be granted without hearing his defence at all.

"Disgracefully unjust!" exclaimed Eric. "No doubt, no doubt," said Mr. Softly. "But it's the law of Scotland."

Mr. Softly was right. It was, and still is, the law there.

"What am I to do?" asked Eric. "I have not fifty shillings, to say nothing of fifty pounds. Besides, I would not undertake that I should not injure Roberts in his property. It is partly to get some of his property, which belongs to me, that I have come here. The decision of the Court may be law, but it defeats the ends of justice."

Mr. Softly could only suggest that Eric should leave and return to London at once. To remain and go to prison would not advance his case in the least, but Mr. Softly might do so, and would do it if he left. If he remained Mr. Softly would do nothing. Eric would by staying incur the stigma of imprisonment, and Mr. Softly was shocked at that. Ultimately Eric was persuaded, sorely against his will, to leave.

Mr. Roberts a week later was found dead in his bed. Some people opined that he had poisoned himself; others thought his wife had poisoned him; but the Public Prosecutor was her solicitor, no investigation took place, and she was allowed to sell the property and disappear from the neighbourhood with the proceeds without either post-mortem examination or inquest having being held. Inquests are unknown in Scotland. Post-mortem examinations are only held when ordered by the Public Prosecutor, and the Public Prosecutor of Lumtown did not order one in this case. Mrs. Roberts was a client of his, which may have had something to do with the fact that she was allowed to sell all that her husband died possessed of, and to leave the neighbourhood at her earliest convenience.

Eric Northman had meanwhile returned to London with only a few shillings in his pocket.

CHAPTER II.

Mr. Roberts had been dead three months, and Mrs. Roberts had disappeared from Lumtown a month before Mr. Softly informed Eric of the death of one and the departure of the other, adding that he had been unable to obtain anything for his "young friend," whom he did not call his client, and whom he advised that nothing more could be done. Mr. Softly, at the same time, put the matter in such a way as appealed to Eric's generosity by pointing out that Mrs. Roberts was a widow, and asserting that when debts were paid off there was really little left for her. Mr. Softly wrote from Edinburgh and explained his presence

there by saying business called him away from home. He omitted to add that he was on his way to a distant colony with a considerable sum belonging to various confiding clients.

Eric determined to think no more about pursuing his claim. But he also determined he would expose the injustice of Letters of Lawboroughs. Meanwhile he had only too many matters affecting ships and sailors to expose, with which he had made little or no progress. Articles which competent judges declared worth using by any paper were returned. Editors were engaged if he called. Eric did not then know, as he afterwards did, that Mr. Roberts had a friend in London who had an extensive acquaintance amongst editors, to whom Eric had been represented as a monomaniac in the matter of abuses, and as profligate and generally disreputable in the matter of character. Eric's constant attempts to expose abuses gave colour to the slander in the eyes of many editors. One, however, thought otherwise, and through his influence Eric got the post of sub-editor of a small newspaper in the country. In this capacity he acquitted himself so well that he was soon promoted to the chief editorship; but he found that he had little time to try to set right all he had seen wrong in the world, and not nearly so much opportunity as he had expected. The proprietor of the paper had to be consulted, and the taste of its readers had also to be consulted, and many readers thought a fight in the next street between two drunken men more important than a war between the European Powers. Eric, however, proved a successful editor. So at least thought the proprietor of the paper, whose circulation Eric considerably increased, and it was not without regret on both sides that after a few years the young journalist left, on being offered the post of editor of a more important journal in the larger town—or rather city, as it called itself—of Bishopsborough.

Eric knew not a person in the city when he reached it, and called upon the proprietor of the *Bishopsborough Mail* at the office of that journal, where he found a heap of replies to an advertisement which he had inserted for furnished apartments. The writing on one was so unlike all the rest that he opened it first, and the reply was faultless in the matter of grammar and diction, while all the rest were anything but that. The writer proved to be the widow of a naval officer—a lady who "had seen better days," and a most pleasant lady, too, with a most comfortable residence in the suburbs of the city. Eric at once took a bedroom and sitting-room, and soon found he had been fortunate, everything in the house being well ordered.

The *Bishopsborough Mail* office was by no means an attractive place. The staff were not agreeable people—at any rate to Eric, who was regarded as an intruder by them because his predecessor had belonged to the city, and they would have preferred a native to Eric. His landlady, Mrs. Fleck, was, on the other hand, a most amiable lady. Outside the office Eric did not know any other person save her brother, who lived with her. Mrs. Fleck was a lady who had travelled and read a great deal, and could talk well. Eric got into the habit of chatting with her, and he found there was another lady in the house—Miss Grant. She, too, was in the habit of going to Mrs. Fleck's room and having some music or a chat. Miss Grant played and sang uncommonly well, but seemed rather shy of Eric, who did not get introduced to her in consequence till some time after he had become quite friendly with Mrs. Fleck and John Fleck her brother.

Eric found Miss Grant a blonde beauty, who looked 24 but was really 28. She, too, had travelled and had read, but there was nothing of the blue-stocking about her. On the contrary, she was decidedly fond of gaiety, although she could talk on politics and literature in a way that few women could. Bishopsborough, a somewhat sleepy cathedral city, seemed an odd place for her to choose as a residence, for she was in no way connected with the neighbourhood, and "was a lady of independent means without a single tie or relation in the world," said Mrs. Fleck, whom she had met two or three years before while Lieutenant Fleck was alive at Bath. Bishopsborough was, in sooth, to people who were not "in society" there a very dull place, and its society consisted largely of the church element, for which Mrs. Fleck and the inmates of her house had no great love.

When opportunities of gaiety did present themselves Miss Grant took her pleasure rather sadly. She seemed constantly to be struggling between natural vivacity and some great trouble. The mystery about her made her the more interesting, and Eric was in love with her before he knew it.

Meanwhile matters at Eric's office were not going on well. Eric was a smoker, and the proprietor of the *Mail*, who was himself constantly at the office, disliked smoking, while without an

occasional pipe the editor was apt to be more vigorous in his articles than was altogether consistent with the law of libel or the interests of the paper. The accommodation for the editor at the office of the *Mail* was decidedly defective. The office where he worked was really part of a shop, and the constant interruptions were not conducive to writing. Eric got into the habit of taking his work home and doing it there as much as possible. He greatly improved the character of the paper, which gained in circulation and in influence, but its rival, the *Bishopsborough Times*, somehow forestalled him in many of his projects. There must be a traitor, it seemed, either in the office of the *Mail* or else in the post-office, otherwise how could the rival editor know, as he appeared to do, the contents of many of Eric's letters? Eric was occupied in solving this mystery while his love was running smooth at home. He had proposed to Miss Grant, who had accepted him, but on the understanding that the happy day was not to be for a year or two, and meanwhile neither their engagement nor their attachment was to be mentioned even to Mrs. Fleck or to Mr. Fleck.

The member of Parliament for Bishopsborough had long intended to retire, and he now did retire, and it became necessary to elect one in his stead. What candidate could be more suitable than Lord Bishopsborough, said many of the citizens who invited him to contest the seat against a candidate supported by apparently a greater number. As the election drew nearer the editor of the *Bishopsborough Times* published matter which more and more clearly proved that he had access to Eric's official letters. Both the *Times* and the *Mail* would appear on the polling day, which was market day at Bishopsborough. On the previous day certain important information calculated to turn the scales against Lord Bishopsborough was conveyed to the proprietor of the *Mail* by the candidate opposing that nobleman, the *Mail* being against Lord Bishopsborough. Eric was called in and took notes of the facts. He went home and wrote an article, which it was arranged should be put in type by a compositor above all suspicion, and who, to make assurance doubly sure, was not to leave the office till the paper had been published.

When the *Times* came out it had nevertheless a prominent article on the information which it too had obtained. The result was that the waverers, who on such occasions decide an election, voted for Lord Bishopsborough, who was elected by a decisive majority.

The traitor could not have been the compositor. It must therefore have been Eric, thought the proprietor of the *Mail*, who said so, and Eric ceased to be editor at once. In its next number the *Mail* held up Eric to scorn and contempt, and a report of his "Dastardly Treachery," as it was headed, went the round of all the papers in the three kingdoms and found its way into papers all over the world. Eric was a ruined man, although he knew himself innocent. On the day of the election, Miss Grant had disappeared, and all his efforts to trace her were fruitless. Eric was on the verge of insanity for days. When he could at length collect his thoughts he determined to go to Australia.

A bitterly cold wind is sweeping up the Thames at three o'clock on a February morning, twenty years after the Bishopsborough election. The editor of a highly successful paper has just finished his work and is leaving his office when a miserable looking woman accosts him. Taking her for some starving wretch he is about to give her money and hurry on, but she refuses the money. She must speak to him. The man is Eric Northman, who five years ago returned to England with several thousands of pounds made by a lucky speculation. He has established a paper of his own, which is a power in the land. Sailors bless the names of both, for through Mr. Flimsoll and Eric laws have been framed greatly improving the lot of the seaman. Everybody held Eric guilty when he left England penniless and ruined; everybody declared him innocent when he returned rich.

And the woman? He takes her into his office and she turns her face to the light. With a shock he perceives her to be Miss Grant, when she says, "Do you know me?"

Can this degraded creature, worn with dissipation and want and care, be indeed the same?

She is certainly Miss Grant.

But how horribly changed!

"Eric Northman," she said, "I was the traitor, the spy upon you. I was the wife of John Fleck when I was engaged to you. I was the wife of Robert Roberts, your guardian, before that, and I poisoned him, but he had poisoned your mother!"

Eric heard all this, doubting the evidence of his senses. It seemed too ghastly to be true.

He had never been able to care for another woman than Miss Grant, and to see her changed to what she was, and hear such a confession, was a shock which staggered him.

Questions only led to a confirmation of her confession. She explained that she had been well paid by Lord Bishopsborough to play the spy as she did, and that Mrs. Fleck and Mr. Fleck were in the conspiracy; that Mr. Fleck had obtained a divorce when all her money had been spent, and that when Lord Bishopsborough died ten years ago the blackmail she had levied on him under threats of exposure stopped, and she had taken to drink and the streets.

Eric was at a loss how to act. Here was a murderess; but as she had murdered the man who had killed his mother—a man who might have otherwise escaped—the precise degree of her moral guilt in that matter was not for the moment quite clear to him.

He decided to send for doctors and get their opinion as to her state of mind.

He crossed the room to ring.

As he touched the bell there was a sudden flash and report of a pistol.

The murderess had shot herself.

"Can you forgive me?" she gasped.

"God forgive you as I do," at length answered Eric as she died.

Papers found in her possession led to the discovery of other evidence proving her story to be true.

Eric Northman has lived to be the M.P. himself for Bishopsborough, and to bring before Parliament the anomaly of allowing public prosecutors to act as private solicitors, as well as the iniquitous character of Letters of Lawboroughs.

He has lived, also, to love and be loved by a woman more worthy than "Miss Grant."

SEAFARING DISASTERS.

Arethusa, British, previously reported from Gibraltar, aground off Pantamala, got off undamaged.

Adelina,—Portuguese brig *Bahia* and brigantine *Adelina*, of Jersey, in collision at Figueira during a hurricane. Both damaged.

Borenquin, s, from Galveston, with cotton and oil-cake, caught fire in Stanley Dock, Liverpool. Fire since extinguished.

Benmore, s.—Lloyd's agent at Sandakan (Borneo Island), reports by telegraph, under date of Hong Kong, Jan. 2, as follows: *Benmore*, s, grounded on Lagan Reef, expected to become a total wreck.

Benmore, see *Spaniel*.

Blagdon.—Considerable anxiety is felt for the safety of the steamer *Blagdon*, of Newcastle, which left Reval on December 10 last for London. It is rumoured that lifebuoys and ship's papers, with the name *Blagdon*, were picked up near Hangoe about December 13 last, and it is feared that the steamer has been totally lost. The weather at the time the articles were reported to have been picked up had been very boisterous and thick with snow.

Baron Hambro.—A fire broke out on board *Baron Hambro*, s, of Cardiff, lying east of Bute Dock, Cardiff. One man burnt to death, name not reported; part of fore-castle gutted.

Chrysolite, Cardiff for Monte Video, put into Queenstown, leaky.

Crasus, Rouen for Bilbao, at Spithead with loss of propeller.

Callao.—Lloyd's agent at Flushing reports: A collision is reported to have taken place between the *Callao*, British barque, and the *Russian Prince*, British steamer; latter vessel at anchor at time, received injury to port bow plates.

Coronilla, British barque, Monte Video for Hamburg, ran ashore seven miles west-south-west of Newark. Crew landed at Newark.

Celurca.—Report from Lowestoft states that barque *Celurca*, of Montrose, Antwerp for Shields, stranded on Barnard Sand; crew left in own boat, and landed there. Vessel afterwards got off by beachmen and tug, and brought into harbour, with four feet water in her.

Czarowitz, brigantine, of Plymouth, Fowey for Runcorn, was in collision with, and sank by the White Star Line steamer *Britannic*, from New York. Crew saved and landed at Liverpool. Captain drowned.

Cloncurry, see *Maple Branch*.

Calliope, British barque, has been towed into Marseilles, leaky.

Deronda, see *Wildflower*.

Earl of Dumfries, see *Wildflower*.

Excelsior.—Report from Brest states: English steamer *Excelsior*, of Cardiff, foundered at sea; 18 men saved.

G. Ward Cole, British dredger, Glasgow for Melbourne, put into Gibraltar with loss of captain and lifeboat.

Harefield, s, reported ashore on Mouse Light, bumping heavily. Tug in attendance could not get to her on account of heavy sea.

Hibernian.—Lloyd's correspondent at Gravesend reported, Jan. 8, *Hibernian*, steamer, of Middlebrough, outward bound for Boulogne, collided with the *Rose in June* in Sea Reach early that morning. *Hibernian* received slight damage to rail, and returned to Gravesend for medical assistance for the master, who was injured in the collision, and has since died.

Inva.—Telegram from Gibraltar states:—British yacht *Inva*, arrived, reports having struck off Trafalgar, but got off; rudder post damaged; leaks slightly; ten of crew missing, having left in two boats.

Imbert, English yacht, Portsmouth to Gibraltar, reported from Cadiz, wrecked on the Aceitera Rocks on the night of the 3rd inst. Vessel sank few minutes after she struck, and it is feared that all on board perished with the exception of four men. Eight of the crew jumped into lifeboat, which capsized, all the occupants being drowned. The four survivors saved themselves in another boat. Ten bodies have been recovered.

Jacob M. Haskell, schooner of Boston, was passed December 22, dismasted, waterlogged, and abandoned, in 34 N., 67 W., by the *Venezuelan*, s, at Liverpool.

Landaff City, s, Swansea for New York, put back to Queenstown with loss of some boats.

Livornese, s, Liverpool for Gibraltar, put into Milford Haven, Jan. 8, with fore compartment full of water. The chief and second mate were put on board steamer *Provincia*, of and from Glasgow, which had lost her captain and three hands overboard. Owner's report states *Livornese*, s, has forepeak full of water.

Loch Ard, British s, Flensburg for Baltic, was fallen in with near Gjedser, with machinery broken down, and towed into Copenhagen.

Mereator, from Cardiff for Maranham, coals, arrived Queenstown leaky.

Maud Scammell.—Cablegram from Maceio states that *Maud Scammell*, Monte Video for Barbadoes, totally wrecked South Penedo. Crew saved.

Maple Branch, s, and *Cloncurry*, s, have been in collision in Suez Bay; former uninjured; latter sank; all hands safe. *Cloncurry* was from Liverpool for Rangoon.

Persia, s, Leghorn for Maddalena, with 140 passengers, ashore near Aleria. Assistance sent. Passengers saved; crew would not leave.

Provincia, see *Livornese*.

Parkfield, see *Wildflower*.

Rose in June, see *Hibernian*.

Russian Prince, s, see *Callao*.

Scheldt, s, put back Cardiff, having collided with Bute barges.

St. Albans, British s, previously reported, will discharge cargo and go into dock for repairs.

Snilesnorth, s, of Sunderland, Shields for Venice, at Spithead, after being ashore on the Owers; makes no water.

Sunshine, s, see *Wellfield*.

Spaniel, s, and *Benmore*, s, have been totally lost off Borneo; crew and passengers saved.

Suffolk, s, Liverpool for New York, at Queens-town, Jan. 8, with pumps choked and machinery disarranged.

Steamers.—Lloyd's agent at Wexford reported, Jan. 8:—Two steamers are reported in distress off Baganbun.

Transition.—*Rajah Brooke*, s, arrived at Aden, reports having spoken *Transition*, s, ashore on Mocha Shoal. *Transition* is from Cardiff to Saigon.

Torridon.—French steamer *La Bourgogne*, Havre for New York, reports having spoken, January 6, steamer *Torridon*, of Glasgow, in distress in lat. 50.7 N., long. 8.52 W., with rudder gone. Heavy gale, sea rough.

Torridon, s, of Glasgow, with stern cut open, deck to keel, by collision, anchored two miles east Slade Bay; reported by Lloyd's agent at Waterford to have shifted to six miles off Baganbun.

Wellfield, s.—Lloyd's agent at Barcelona reports: British steamer *Wellfield*, from Genoa for Carthage, broke her shaft off Gulf of Lyons. British steamer *Sunshine*, of West Hartlepool, from Tyne for Genoa, rendered assistance, during which *Wellfield* sank *Sunshine*, of West Hartlepool. *Wellfield* towed into Barcelona.

West Cumberland, s, at Norfolk, Virginia, with circulating feed and bilge pumps disabled, forward eccentric strap broken, block shifted, and valve gear disarranged.

Wildflower, s, with petroleum, at Sunderland from Southwold, partially destroyed by fire, Jan. 8. J. Thompson, boiler-smith, drowned. *Deronda*, s, *Earl of Dumfries*, tug, and *Parkfield* (new vessel), to which the fire spread, were damaged.

SHIPS SPOKEN

Areg. (Arequipa) (s), Liverpool to Valparaiso, 28 December.
 Addie H. Cann, British barque, Portland to Montevideo all well, 6 December.
 Arbela, Dieppe to New York, 30 December.
 Armida, ship, bound north, 17 December.
 Ardenclotha, Fredrikstadt to Melbourne 43 days, all well, 24 November.
 Blair Drummond, Wellington to London, 29 November.
 Cumberland, ship, steering south, 8 December.
 Comiles, north of Cape Verds.
 Cornuvia, homeward-bound, 30 December.
 Coronilla, for Hamburg, 12 December.
 Columbus, bound south, "4 32."
 County of Peebles, ship, of Glasgow, bound south, all well, 23 December.
 Clintonia (s), bound north, 23 December.
 Chanaral, barque, Antwerp to Buenos Ayres 20 days, all well, 22 December.
 Cecile Augur, barque, Havre to Madagascar 18 days, all well, 23 December.
 Cambrian Monarch, ship, of Liverpool, Pisagua to Hamburg 100 days, all well, 27 December.
 Drummond Castle (s), London to Cape Town, 29 December.
 Dennis Brundrit, British barque, London to Falkland Islands 33 days, all well, 10 December.
 Dynamene, ship, of Liverpool, steering SW, 31 December.
 Dorian (s), New York to Kingston (Ja.), 22 December.
 Earndale (s), bound south, 25 December.
 Earl of Zetland, English ship, steering south, 14 December.
 H.M.S. Active, and three others, names not known, all under sail, 27 December.
 Hahnemann, ship, Newcastle to San Francisco, 6 November.
 Hilston, ship, Cardiff to Montevideo, steering south, 18 December.
 Industria, Pensacola to Genoa, 28 December.
 Ionic (s), 3 January.
 Janet Court, barque, steering south, 8 December.
 John Davie, barque, Madras to False Point, 7 December.
 Lord Cairns, ship, of Liverpool, 30 December.
 Luxor, British barque, Manila to Wilmington, 21 November.
 Lord Templetown, for Calcutta, 1 December.
 Morayshire, ship, New Caledonia to Clyde, steering north, all well, 14 December.
 Mistle Hall, ship, steering south, 25 November.
 Nellie T. Guest, barque, bound south, 17 December.
 Prince Arthur, for Havre, 9 December.
 Persian Empire, of London, bound south, 3 January.
 Return, Rio Grande to Liverpool, 5 December.
 Runnymede, New York to Adelaide, 3 December.
 Stella, of Greenock, Barbadoes to Sydney (O.B.), 10 December.
 St. Cuthbert, for Brisbane, 5 December.
 Sleeve Donard, Liverpool to Melbourne, 30 December.
 Siren, ship, of Greenock.
 Trowbridge, for Channel, 6 December.
 Tinto Hill, four-masted ship, London to San Francisco, all well, 18 December.
 Tilkhurst, New York to Bombay, 4 December.
 Western Belle, barque, from New York, 22 December.

THE platers and helpers at shipyards at Middlesbrough left work on Monday. An advance of 5 per cent. became due to the platers, but the helpers demand an increase of 2s. a week.

A SUCCESSFUL strike has occurred on the Tyne among the labourers employed on the *Britannia*, of Leith, and the *Pladda*, of Dundee. An authorised stevedores' price list, issued by the National Labour Union, binding their members to certain rates of pay, was recently published. The increase was from 6d. to 7d. per hour. The agents at first objected to pay. Mr. W. Stanley, of the National Labour Union, spoke to them, and the employers agreed to the demands of the men. The list affects 2,000 labourers on both sides of the Tyne.

A MEETING was held last Wednesday night in London, Mr. Drummond presiding, at which Mr. John Burns reviewed the history of Trade Unionism, and mentioned that the Dock, Riverside, and General Labourers' Union was now 40,000 strong, and had £10,000 at its disposal. Mr. Mann spoke on the question of centralisation or federation, contending that the latter had failed, and that amalgamation was the only true basis of Trade Unionism. A resolution was passed pledging the meeting to do all it could to extend the power of combination among all sections of men and women in the ranks of labour. Mr. Quelch made an attack on Mr. Burns and Mr. Mann, and disturbance ensued.

GOT CERTIFICATES

As Masters or Mates, during week ended 4th January, 1890.

Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate; S.S., denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Wilkinson, Stephen	O C	London
Lowe, Augustus	2 M	London
Hill, Thos. A.	2 M	London
Lambe, Percy R.	2 M	London
Hutchison, James	O M	London
Prichett, Giles Henry	O C	London
Belve, Chas. E. S.	1 M	London
Lambeth, Wm.	O C	London
French, Thos. A. P.	O C	London
Shepherd, Eli	1 M	London
Lindgren, Albert A.	1 M S S	London
Francis, Frank S.	1 M	London
Jones, Thos.	Compass Deviation	London
Ritchie, Robt.	2 M	Liverpool
Bislon, Francis Henry	2 M	Liverpool
Morgan, Jas. Henry	1 M	Liverpool
Oliver, Thos.	2 M	Sunderland
Yeoman, Jas.	2 M	Sunderland
Robertson, Robt.	2 M	Aberdeen
Paterson, Jas. C.	1 M	Aberdeen
Anderson, Andrew Thos.	O C	Aberdeen
Martin, Frank	2 M	Aberdeen
Henderson, Donald	Master S S	Cork
McDonald, Jas. Jno.	1 M S S	Hull
Wrightson, Walter	O C	Hull
Liddell, Wm. R.	1 M	Hull
Mathias, Saml. H.	2 M	Swansea
Thomas, David	1 M	Swansea
Mountain, Horace	1 M	Swansea
Roberts, Griffith	1 M	Swansea
Graham, Thos.	1 M	Dundee

ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Ritchie, Wm. G.	2	Glasgow
Brown, John M.	2	Glasgow
Garraway, Jas. G.	2	Glasgow
Pringle, Peter	2	Glasgow
McEwan, Wm. G.	2	Glasgow
Campbell, Geo. M.	2	Glasgow
Brown, Jno.	1	Glasgow
Sharp, Jas.	1	Glasgow
Watt, Wm.	1	Glasgow
Abraham, Wm. E.	2	Cardiff
Newton, Richd.	2	Cardiff
Davies, Daniel	1	Cardiff
Thomas Wm.	1	Cardiff

THE ballastmen employed at the East Dock, Cardiff, came out on strike on Monday for a penny per hour more.

BETWEEN two and three hundred of the labourers employed at the tea warehouses of the Joint Docks Committee, in Cutler-street, Houndsditch, London, have struck work because of the refusal of the company to discharge one of their men who had not complied with the terms of the Union.

GAS STRIKE.—Members of the Sailors' and Firemen's Union continue to aid the gas strikers in London. In spite of the precautions taken to prevent pickets from boarding the South Metropolitan Gas Company's coal vessels as they arrive, pickets successfully board coal ships and draw off men, at which the company complains bitterly. Watermen, coal porters, and lightermen support the seamen in this action. Only blacklegs unload the coal into barges, if it is done at all, and then the lightermen refuse to take the barges to the company's jetties. Men belonging to the local society in Sunderland who take vessels to London, find that they are not recognised in London as Trades Unionists at all, the coal porters refusing to discharge cargoes from the vessels in which they are engaged until they join the National Sailors' and Firemen's Union, between the representatives of which and the Sunderland local society a conference is, it is understood, to be held on Monday. The president of the Gas Stokers' Union is reported to have said that the Sailors' and Firemen's Union is prepared to spend £30,000 to stop coal supplies to the Company. Whether this is the case or not, the Seamen's Union is rendering the gas stokers such valuable service that the coal supply of the Company is understood to be so low that it cannot last many days.

DEATH ROLL.

The following is a list (only just issued) of names and other particulars of seamen whose deaths have been officially reported during November last. (It does not include foreigners.) First the seaman's name is given, next his age, rating, birthplace, cause of death, date of death, and the name of the ship to which he belonged. If he had left the ship at the time of his death her name is not printed in italics in this roll.

For instance:—Abbott, E., 25, A.B., Ipswich, drowning, Oct. 12, 1889 *Lansdowne*—means that E. Abbott, aged 25, A.B., belonging to Ipswich, died by drowning, Oct. 12, 1889, and belonged to a ship called the *Lansdowne* at the time. Had he left her before his death her name would be printed *LANSDOWNE*.

Abbott, E., 25, A.B., Ipswich, drowning, Oct. 12, 1889, *Lansdowne*.
 Anderson, Wm., 22, A.B., Eyemouth, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.

Andrew, John, 43, 1st engineer, Irvine, heart disease, Oct. 14, 1889, *Lancashire Witch*.
 Angel, John, 20, trimmer, Richmond, V.A., U.S. of America, supposed suffocation while asleep on grating from gas from stoke-hole, Oct. 14, 1889, *Umbria*.

Arthurson, A. G., 50, mate, Leith, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.

Baglehole, E. C., sunstroke, Aug. 1, 1889, *Dacca*.
 Baker, George, 17, fishing apprentice, Brighton, drowned (fell overboard when swinging himself off the boom), Nov. 3, 1889, *Jehovah Jireh*.

Balaam, A. E., 21, A.B., London, drowning (fell overboard) Nov. 15, 1889, *Dean*.

Barclay, James Alexr., 14, apprentice, Leith, fever, June 29, 1889, *Beneluch*.

Beal, Richd., 25, 1st engineer, West Hartlepool, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.

Beardson, H. C., 15, O.S., North Shields, drowning (vessel foundered; total), Sept. 10, 1889, *Zulette*.

Bees, Wm., fever, Sept. 15, 1889, *Lizzie or Signy*.

Bell, Hugh, 37, A.B., Donaghadee, drowning (vessel lost), Oct. 6, 1889, *Zulekia*.

Bicknell, Geo., 35, trimmer, Somerset, fractured spine (fell from mizen stay across skylight while reeving windsail), 7 Sept. 7, 1889, *Texas*.

Blair, Charles, 26, A.B., London, drowning (fell overboard from aloft), Oct. 11, 1889, *Lindisfarne*.

Bleakley, Henry, 29, fireman, Dundee, drowning (fell overboard at wharf), Oct. 31, 1889, *Gilsland*.

Boderloo, Steve, see Broderoo.

Bolt, James, 17, O.S., Shetland, drowning (whilst bathing), Nov. 10, 1889, *Durham*.

Bond, Edwin, A.B., knocked off the mast-head by the gear of a falling spar, owing to breaking of heelrope, April 9, 1889, *Pinta*.

Bowman, Henry, 50, fireman, Belfast, abscess on the liver, June 28, 1889, *Coniston Fell*.

Boyd, Alexr., dysentery, Sept. 2, 1889, *Glenaleon*.

Boyd, J., 47, A.B., New York, typhoid fever, Oct. 7, 1889, *Harvest*.

Braithwaite, Wm., 29, 2nd engineer, London, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.

Broderoo or Boderloo, Steve, 19, A.B., Newfoundland, small-pox, Sept. 8, 1889, *Highlands*.

Brown, Charles, alias Thomas Pearce, about 18, O.S. (stowaway), unknown, fall from aloft overboard (while loosing fore royal), July 25, 1889, *Harbinger*.

Brown, David, yellow fever, July 15, 1889, *Serena*.

Brown, Peter, 21, cook and A.B., Arklow, co. Wicklow, drowning (supposed to have fallen off the quay when returning to ship), Oct. 25, 1889, *Unrestricted*.

Brown, Wm., 22, A.B., Liverpool, drowning (accidentally fell overboard on his return from shore), Sept. 22, 1889, *Elgiva*.

Brownlee, Wm. Smith, 32, 2nd engineer, Edinburgh, supposed drowned (returning to ship from shore), November 18, 1889, *Rothsay*.

Burkill or Burkhill, Frederick, 16, deck hand (fisherman), Hull, drowning (carried overboard by a wave), Nov. 25, 1889, *Guiding Star*.

Button, Amos, 15, apprentice (trial boy), Newbold, near Beverley, Yorkshire, drowning (vessel sunk by collision; Nov. 7, 1889, *Altomer*.

Cameron, John, 59, fireman, Oban, Argyshire, heart disease, Nov. 5, 1889, *Claymore*.

Cameron, Archibald, 35, master, Bute, supposed drowning (vessel foundered), Sept. 18, 1889, *Florence*.

- Car, G., *Mylomene*.
 Carter, James, 40, master, Aberdeen, congestion of the brain, Oct. 24, 1889, *Quito*.
 Charlton, Herbert Wm., 20, apprentice, London, asthma, Sept., 1889, *Drumcliff*.
 Coates, Timothy, 36, fireman, Hull, pneumonia, Oct. 13, 1889, *Sultana*.
 Coleman, Patrick, 23, fireman, Cork, cholera, June 30, 1889, *Alberta*.
 Cornforth, Thomas, 53, master, Whitby, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.
 Costello, T., 36, A.B., London, exhaustion (following diarrhoea), Sept. 12, 1889, *Baghdadi*.
 Cover, Charles J., 25, 2nd steward, London, cholera, Sept. 15, 1889, *Baghdadi*.
 Craddock, John Wm., 14½, apprentice (cook), Northampton, drowning (vessel sunk by collision; Nov. 7, 1889, *Almoner*.
 Crawford, John, 43, fireman, Leith, Oct. 12, 1889, *Venetian*.
 Cullum, Alfred Valentine, 40, ?engineer, Yarmouth, Norfolk, lung disease, June, 1889, *Brabo*.
 Cunningham, John, 20, fireman, Liverpool, scalded; boiler explosion (crown of combustion chamber down), Oct. 25, 1889, *Cephalonia*.
 Currie, Wm., 41, carpenter, Greenock, malarial fever, Nov. 14, 1889, *Bessarabia*.
 Currow, Thos., 49, sailmaker and A.B., Padstow, drowning, when in *Minnie Swift*, by total loss of vessel through collision, Oct. 2, 1889, *Zulette* (vessel lost, Sept. 10, 1889).
 Daely or Daly, John, O.S., Dublin, drowning (while attempting to land; vessel left sinking), June 18, 1889, *Julius*.
 Dancy or Dand, John, 28, trimmer, Liverpool, Oct. 15, 1889, *Yorkshire*.
 Darvent, James, 34, A.B., Newcastle, drowning; found drowned (probably returning to ship from shore at night), Nov. 21, 1889, *Triumph*.
 Davies, John, 22, O.S., Swansea, sunstroke, Aug. 4, 1889, *Tuskar*.
 Davies, Robert, 29, steward, Liverpool, fall down hold, Oct. 26, 1889, *City of Paris*.
 Dew, Robert, 48, boatswain, Liverpool, apoplexy, Aug. 24, 1889, *Diomed*.
 Dew, Roderick, see Dhu.
 Dewdney, George, killed by an explosion on board, Sept. 27, 1889, *Fanny*.
 Dhu or Dew, Roderick, 18, O.S., Stornoway, drowning (vessel lost), Oct. 6, 1889, *Zulekia*.
 Dober, William, 23, fireman, Stallbridge, cholera, June 24, 1889, *Glendower*.
 Donaldson, Alexander, 22, fisherman, Scotch, drowning (lost his hold and fell overboard while steering), Nov. 15, 1889, *Mary and Jean*.
 Donovan, Michael, 45, A.B., Kinsale, concussion of the brain, Nov. 21, 1889, *British Princess*.
 Doughty, Samuel, 21, A.B., Gosport, drowning (fell from aloft while clearing signal halyards), Oct. 21, 1889, *Welbury*.
 Douglas, I., 35, fireman, Dumfries, supposed drowning (vessel foundered), Sept. 18, 1889, *Florence*.
 Duck, Jeremiah, 23, A.B., Middlesbrough, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.
 Duffy, S., 46, A.B., Dublin, supposed to have fallen overboard while assisting to stow foresail; missing, Oct. 14, 1889, *Z. Ring*.
 Dumbreck, James Alexander, 52½, master, Glasgow, general debility from chronic dyspepsia, Sept. 19, 1889, *Africa*.
 Duncan, I., 29, assistant engineer, Ayr, supposed drowning (vessel foundered), Sept. 18, 1889, *Florence*.
 Dyke, A. Hart, 46, master, Sussex, pleurisy, Sept. 21, 1889, *Don*.
 Emery, J. W., 29, Liverpool, cholera, July 8, 1889, *Wynnstey*.
 Englen, Martain, 50, A.B., German, Oct. 25, 1889, *Naworth Castle*.
 Enos, Owen, 18, boy, Borth, typhoid fever, June 23, 1889, *Contest*.
 Etherington, M., 24 or 47, A.B., Glasgow, drowning (fell overboard) April 11, 1889, *Edinburghshire*.
 Eunson, James, 26, A.B., Kirkwall, fell overboard from aloft while stowing the foresail, June 30, 1889, *Loch Ryan*.
 Evans, Thomas, 29, carpenter, Holyhead, phthisis, June 26, 1889, *Derbyshire*.
 Farassy, Wm., 26, A.B., Clonakilty, fall from aloft, Nov. 6, 1889, *Ellen Sutton*.
 Fawell, John, 19, A.B., Durham, scalp wound (received in a fall from aloft while reefing main topsail), May 27, 1889, *Falls of Foyers*.
 Fearon, Wm., 56, mate, Maryport, overdose of laudanum, Nov. 10, 1889, *Ovington*.
 Ferguson, Alexr., 23, Inverness, typhoid fever, July 28, 1889, *Crossington*.
 Finucane, H., 25, 3rd engineer, London, pulmonary consumption, Nov. 1, 1889, *Avoca*.
 Flynn, Patrick, 47, A.B., Dungarvan, heart disease, Aug. 30, 1889, *Serica*.
 Forbes, John, 24, A.B., Muceduff, drowning, Oct. 20, 1889, *Harvor*.
 Furlong, Wm., 44, fireman, Wexford, drowning (accidentally fell in to the river, returning to ship from shore), Oct. 26, 1889, *Rathwaite Hall*.
 Fyfe, Archibald, 19, apprentice, Edinburgh, fell from mizen topmast on to the deck while reefing sail, 11 p.m., July 6, 1889, *Clynder*.
 Gault, Wm., 35, fireman, London, dysentery and abscess on liver, Aug. 30, 1889, *Damascus*.
 Gleeson, C. C., 24, donkeyman, Edinburgh, dysentery, Oct. 13, 1889, *Baltimore City*.
 Glennie, John, 17, apprentice, Scotch, Dundee, fall from aloft (fore royal yard), Sept. 2, 1889, *Countess of Derby*.
 Gloag, Alexr., 54, Perth, drowning, Oct. 27, 1889, *Andola*.
 Glover, Wm Alfred, 30, 1st mate, London, drowning (fell from the jibboom), Sept. 3, 1889, *Hudson*.
 Grace, M., A.B., unknown, exposure (vessel foundered Sept. 18, 1889), Sept. 20, 1889, *Florence*.
 Grant, Robt., 31, A.B., Edinburgh, killed on the dock railway (returning to ship from shore), Nov. 1, 1889, *Luzor*.
 Gray, Wm., 33, ? A.B., July 20, 1889, *Orchomene*.
 Gray, George, 41, cook and steward, Aboyne, Aberdeenshire, drowning, *Lord Stanley*.
 Grills, Galbraith Hamilton, 49, (took lifeboat's helm), Irish, drowning (boat capsized), Nov. 1, 1889, *John and Agnes Blair*.
 Grindle, Henry, 20, O.S., Bristol, fall from aloft (while stowing gaff topsail), Nov. 25, 1889, *Louise*.
 Halliday, Chas., see Holliday.
 Hammond, C., 20, A.B., Folkestone, drowning (washed overboard during a heavy gale), June 14, 1889, *Gulf of Guinea*.
 Hardy, H. Arthur, 17, Liverpool, fall off the royal yard, July 8, 1889, *Gladdoc*.
 Harris, George, 17, assistant steward, Pontypool, drowning (accidental), Sept. 8, 1889, *Lundy*.
 Harris James, 21, fireman and trimmer, Liverpool, suffocation in well of engine-room (while cleaning out the bilge), Aug. 5, 1889, *City of Dublin*.
 Haywood, Frederic, Berbice, supposed drowning, Oct. 22, 1889, *Korsvei*.
 Henecke, Edw., 31, A.B., Texas, fall from aloft, May 19, 1889, *Privateer*.
 Henry, Ismael, 40, A.B., British (Guernsey) Oct. 1, 1889, *Fearless*.
 Henderson, George, 17, O.S., Newburgh, Aberdeenshire, fall from aloft (while loosing upper mizen topsail), June 3, 1889, *Samuel Plimsoll*.
 Henderson, Robt., fireman, unknown, supposed drowned (vessel foundered), Sept. 18, 1889, *Florence*.
 Hendon, J., 22, cook, Florida, consumption, July 23, 1889, *Walter H. Wilson*.
 Hesser, H., 37, fireman, Germany, phthisis, *Sunbeam*.
 Hilditch, Jas., 34, fireman, Ireland, drowned (supposed while returning to ship from shore), Nov. 14, 1889, or Nov. 22, 1889, *Robert Ingham*.
 Holliday or Halliday, Charles, 41, A.B., Hants, morbus cordis, June 23, 1889, *Khedive*.
 Holmes, Wm., 21, A.B., Boston, Linc., drowning (fell overboard while making ship ready for harbour), Nov. 18, 1889, *Peterborough*.
 Hooper, Robert Allner, 35, 1st engineer, cholera morbus, Nov. 2, 1889, or Nov. 3, 1889, *Vulcan*.
 Horner, G. H., 21, A.B., Easington, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.
 Howard, Fred., 32, fireman, London, cardiopatheia, Oct. 16, 1889, *Rugby*.
 Hudson, M., 38, fireman and trimmer, Jersey, phthisis pulmonalis, July 13, 1889, *Glenquoil*.
 Hughes, Patrick, 32, fireman, Glasgow, spinal concussion, due to a fall received in ship's service, Oct. 2, 1889, *State of Alabama*.
 Hughes, Thomas, 17, boy, Flintshire, drowning (stranding of vessel), Oct. 7, 1889, *Primus*.
 Hunter, Peter, 34, fireman, Dundee, drowning, Oct. 29, 1889, *Dora Ewing*.
 Hutton, Alexr. Marmaduke, doctor of medicine, killed by collision, Aug. 13, 1889, *Meteor*.
 Hynes, Henry, 18, O.S., Ichenor, drowning (vessel foundering), Sept. 10, 1889, *Zulette*.
 Jackman, A. M., 25, Newfoundland, small-pox, June 14, 1889, *Lodianna*.
 Jackson, Walter, 20, messroom steward, Hull, typhoid fever, May 15, 1889, *Godrevy*.
 Jenkins, Robt., 26, fireman, Bristol, cholera, June 21, 1889, *Glendower*.
 Johnson, George, 50 or 39, A.B., Antigua, morbus cordis, Aug. 28, 1889, *Columbia*.
 Johnson, Wm., 39, 4th engineer, Liverpool, Albu-
 minosa, pleurisy, inflammation of the lungs, and chronic diarrhoea, May 19, 1889, *Alberta*.
 Johnston, Hugh, 26, A.B., Exeter, drowning, Nov. 1, 1889, *Healeside*.
 Johnson, Wm., 39, mate, Colchester, found drowned Nov. 14, 1889 (left ship 3 p.m. on Nov. 13, 1889), Nov. 13, 1889, or Nov. 14, 1889, *Faith*.
 Jones, G., *Godiva*.
 Jones, Thos., 41, A.B., Ensworth, drowning (when on *Minnie Swift*, which vessel was lost by collision), Oct. 2, 1889, *ZULETTE* (wrecked Sept. 10, 1889).
 Jones, Wm. Moore, apprentice, Nov. 14, 1889, *MAIN*.
 Karran, Robert Gick, 42, master, Castletown, I. of M., bronchitis, July, 19, 1889, *Manx King*.
 Keal, John, 25, O.S., Grimsby, missing; found drowned Nov. 10, 1889. Nov. 3, 1889, *Lilly Miles*.
 Kean, Wm., 29, seaman, English, drowning, Sept. 26, 1889, *Palinurus*.
 Keefe, Danl, 41, fireman, Cork, *Salerno*.
 Kennedy, Saml., 45, A.B., Barbadoes, falling from aloft overboard, Sept. 7, 1889, *Countess of Derby*.
 Kennard, Wm., 53, mate, Hastings, blow on the head from a topmast which fell while he was hoisting it, Nov. 7, 1889, *Triumph*.
 Kneblow, Louis, or Knebelton, Ludvig, 26, A.B., Denmark, drowning, May 9, 1889, *Nobe*.
 Law, J., A.B., unknown, supposed drowning (vessel foundered), Sept. 18, 1889, *Florence*.
 Leask, Wm., 33, mate, Lerwick, Shetland, typhoid and pneumonia, November 7, 1889, *Thurston*.
 Le Count, John H., 24, A.B., Cowes, supposed fever, Sept. 8, 1889, *Zulette*.
 Le Breton, Arthur, 16, O.S., Jersey, fall from aloft (whilst reefing stunsail halyards), Nov. 15, 1889, *Mizpah*.
 Lee, Henry, 40, A.B., British, drowning (fell overboard while furling the fore topsail), Sept. 12, 1889, *Goatfell*.
 Leighton, I., 38, fireman, Goole, Sept., 23, 1889, *Marie*.
 Leiphardt, George, 49, steward, London, fell into the ship's hold and was killed, July 27, 1889, *Armida*.
 Lynch, James, 24, fireman, Glasgow, fever, Aug. 24, 1889, *Dryfesdaie*.
 McAlister, James, 49, 2nd coxswain, Irish, drowning (vessel capsized), Nov. 1, 1889, *John and Agnes Blair*.
 McBeay, Thomas, 21, fireman, Sunderland, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.
 McCarthy, Nicolas, 134, ? Arcot, drowning, Sept. 21, 1889, *Strathearn*.
 McDonald, H., 56, cook, Edinburgh, consumption and general debility, Feb. 15, 1889, *Shahmar*.
 McIntosh, Frank, 24, fireman, Glasgow, drowning (jumped off the quay to save a drowning shipmate), Nov. 13, 1889, *Ivanhoe*.
 McLean, James, 19, O.S., Cape Breton, fell from topgallant yard, June 26, 1889, *Ruby*.
 McLean, I., 36, A.B., Campbelltown, phthisis and heart disease, Oct. 19, 1889, *Halgerda*, dis. May 23, 1889.
 McLean, Alexander, 63, A.B., Montrose, drowning (supposed to have fallen overboard crossing from ship to shore), Nov. 4, 1889, *Bennell*.
 McLean, Thomas, 34, 2nd engineer, Perth, drowning (supposed returning to ship from shore at midnight) Oct. 26 or 27, 1889, *Glasgow*.
 McMaster, William, 59, engineer, Port Patrick, Oct. 22, 1889, *Polynesia*.
 McMillen, James, 38, fireman, Belfast, drowning (fell off the gangway), Nov. 13, 1889, *Ivanhoe*.
 McNeil, William, 50, one of crew, Irish, drowning (vessel capsized), Nov. 1, 1889, *John and Agnes Blair*.
 McQueen, David, 51, master, Port William, missing (found drowned) since Nov. 1, 1889, *Elizabeth*.
 McKicker, Duncan, 22, A.B., Belfast, drowning (vessel lost), Oct. 6, 1889, *Zulekia*.
 Malcolm, James, 21, trimmer, Liverpool, scalded (boiler explosion; crown of combustion chamber down), Oct. 25, 1889, *Cephalonia*.
 Malloy or Molloy, James, 40, trimmer, Liverpool, heat apoplexy, Oct. 20, *City of Paris*.
 Marney, John, 45, A.B., London, drowning (supposed to have fallen into the dock when going on board ship), Oct. 18, 1889, *Canada*.
 Marshall, George Henry, 16, apprentice, West Hartlepool, drowned (whilst bathing), Sept. 15, 1889, *Annesley*.
 Marshan, Robert, 32, boatswain, Yarmouth, drowning (washed overboard during a gale; partial casualty), July 26, 1889, *Agnes Oswald*.
 Mason, Thomas, 42, 1st engineer, British, hemorrhage from the rupture of an artery, Oct. 24, 1889, *Astrea*.
 Matheson, C., *Esther Roy*.

Metcalfe, Robt., 26, fall from aloft, Nov. 24, 1889, *Plymouthian*.
 Moffat, Ed. See Nelson, Edwd.
 Molloy, James. See Malloy, Jas.
 Morgan, Alfred, 26, A.B., Brighton, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.
 Morney, Archibald McFarlane, 44, master, Saltcoats, Oct. 3, 1889, *Mid Lothian*.
 Mortimer, Henry, 34, A.B., London, cholera, Sept. 13, 1889, *Baghdadi*.
 Mulling, George, 33, cook, Bermuda, cholera, June 22, 1889, *Alberta*.
 Mulholland, Wm., 42, master, Ballywalter, co. Down, drowning (vessel lost), Oct. 6, 1889, *Zulekia*.
 Mulholland, John, 55, mate, Belfast, drowning (vessel lost) Oct. 6, 1889, *Zulekia*.
 Munday, Charles Edwd., 15, apprentice, Portsmouth, drowning (washed overboard; vessel wrecked Aug. 21, 1889), Aug. 23, 1889, *Georgina*.
 Murehead, Alexr., 19, O.S., Scotch, drowning (pitched overboard while stowing sails by a sudden lurch of vessel during a gale), Nov. 1, 1889, (3.30 a.m.), *Henry Florence*.
 Murray, Alexr., 23, Carpenter, Lussiemouth, fall from aloft (main topsail yard) July 20, 1889, *Irvine*.
 Neal, Saml., 26, 3rd hand, Hampstead, drowning (dragged overboard by main sheet in a sudden squall), Nov. 27, 1889, *Collen*.
 Nelson, Wm. Percy Norman, 16, apprentice, London, drowning, May 19, 1889, *Cardigan Castle*.
 Nelson, John, 69, carpenter, Stockholm, general debility, July 26, 1889, CRAGSIDE, discharged from June 28, 1889.
 Norris, Wm., 26, A.B., Baltimore, Cholera, June 25, 1889, *Glendower*.
 O'Brien, James, 34, A.B., Drogheda, drowning (fell off plank returning from shore to ship), Oct. 27, 1889 (10 p.m.), *Lora Byron*.
 O'Brien Patrick, 53, boatswain, Dungarvon, stroke or apoplexy, Nov. 11, 1889, *Incemore*.
 Oliver, Harry, 30, A.B., London, fell down the hold while acting as watchman, Aug. 10, 1889, Aug. 14, 1889 *Carn Brae*.
 Palmer, George, 33, boatswain, Becton, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.
 Parkinson, W. H., 22, A.B., Whitby, natural causes (unknown), May 4, 1889, *Poseidon*.
 Patrick, Wm., 28, bandsman and general servant, Surrey, missing (found drowned), Aug. 20, 1889, *Victoria*.
 Parry, Robt., 25, fireman, Liverpool, acute dysentery, Sept. 16, 1889, *Hector*.
 Park, Jas., 24, A.B., Dublin, drowning, Sept. 10, 1889, *Argonaut*.
 Park, Wm., 42, mate, Glasgow, idiopathic tetanus, Nov. 19, 1889, *William Connal*.
 Patten, Danl, W., 25, 2nd mate, Wells, Norfolk, enteric fever, Oct. 29, 1889, *Marengo*.
 Pearce, Thos., see Chas. Brown.
 Petersen, James, 32, A.B., Lerwick, inflammation of the lungs, Nov. 22, 1889, *Fairy Flower*.
 Phillipson, John, boatswain, unknown, supposed drowning (vessel foundered), Sept. 18, 1889, *Florence*.
 Poland, S. C., 36, 2nd mate, Devon, dysenteric diarrhoea, Oct. 27, 1889, *Toner Hill*.
 Price, John, 21, trimmer, Liverpool, scalded; boiler explosion (crown of combustion chamber down), Oct. 25, 1889, *Cephalonia*.
 Query, Wm., 25, A.B., Belfast, murdered, Sept. 19, 1889, *Zulekia*.
 Raddon, James, 41, cook, English, drowning (supposed to have accidentally fallen overboard missing), Oct. 27, 1889, *Dracona*.
 Redford, Henry, 41, fireman, Blyth, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.
 Reed, John, 27, fireman, Plymouth, cerebral congestion, July 1, 1889, *Danish Prince*.
 Revell, G. A., 23, lamptrimmer, Hull, drowning (fell overboard accidentally), Sept. 25, 1889, *Altomero*.
 Riddle, Thomas Christie, 65, ? master, London, consumption, Aug. 31, 1889, *Kian Ann*.
 Ridge, John Albert, 17, apprentice, Walworth, Surrey, fell overboard from aloft (supposed killed before reaching the water), June 9, 1889, *Vandura*.
 Ritchie, Peter, 28, fireman, Birkenhead, drowning (missed his foot in the false rung of the ladder and fell into dock), Nov. 7, 1889, *Titanic*.
 Robertson, D., 27, O.S., Broadford, pulmonary congestion, Oct. 24, 1889, *Ardragorm*.
 Roberts, Edwd., 49, carpenter, Liverpool, uncertain (had been ailing for some time, but only seriously ill three days), July 2, 1889, *Senator*.
 Roffee, J. B., 22, A.B., London, fell overboard from aloft, Nov. 14, 1889, *Winchester*;

Rooney, Pat, 25, fireman, Newry, dysentery, Oct. 17, 1889, *Lipurian*.
 Roscoe, Charles, 35, master, Mold, drowning (vessel stranded; total), Oct. 7, 1889, *Primus*.
 Saunders, Fredk., about 19, capstan hand, London, drowning, Sept. 7, 1889, *Forest Rose*.
 Scott, James C., 52, cook, Glasgow, disease of the kidneys, Oct. 3, 1889, *Clare*.
 Scott, James, fireman and trimmer, Donegal, lung disease and enteric fever, Sept. 27, 1889, *City of Agra*.
 Shaddick, Wm. Jas., 48, master, Swansea, paralysis Sept. 18, 1889, *Delta*.
 Shaves, Wm., 40, A.B., drowning (washed overboard), Oct. 19, 1889, *Grace*.
 Sinclair, James, 48, carpenter, Forss, Caithness, heart disease, Nov. 3, 1889, *Harrogate*.
 Sinclair, Magnus, 18, boy, Shetlands, inflammation of the lungs, Nov. 3, 1889, *Ruby*.
 Smith, Wm., 53, mate, Burnham Overy, Norfolk syncope of the heart, accelerated by sudden immersion in the water (slipped off ladder when going on board, at 11 p.m., Nov. 16, 1889), Nov. 17, 1889, *Minstrel*.
 Spare, Wm., 61, steward, Warwick, heat apoplexy, Aug. 21, 1889, *Sussex*.
 Spencer, Saml., 45, A.B., Dundee, Nov. 3, 1889, *Thomas Haynes*.
 Spencer, Ambrose Wm., 21, apprentice, Mottram in Longendale or Godalming, killed on lower topsail yard by the upper topsail yard falling upon him, the halyards having carried away, May 11, 1889, *Thirlmere*.
 Stephen, John, 18, apprentice, Aberdeen, consumption, August 14, 1889, *Ardmore*.
 Storey, Joseph, 40, A.B., Hull, supposed drowned, (missing, went on shore, May 11, 1889, and not since returned to ship), May 15, 1889, *Grodno*.
 Summers, Sheila.
 Sutherland, Angus, 34, boatswain, Scotch, Tongue, accidental fall down the ship's hold (while heaving up coals, rope slipped off winch barrel), Oct. 25, 1889, *Kingsdale*.
 Thomas, Joseph, 23, A.B., Carnarvon, drowned (fell off the jibboom), Oct. 30, 1889, *Ellen*.
 Thomas, Edwd., 36, Aberdare, drowned (returning to ship from shore, slipped and fell into harbour), Nov. 7, 1889 (night), *Trelawny*.
 Thomas, Henry, 27, fireman, English, drowning (returning to ship from shore), Oct. 28, 1889, (night), *Lady Mostyn*.
 Thompson, Thos., 55, master, North Shields, drowning (vessel foundered); Sept. 10, 1889, *Zulette*.
 Thompson, D., 23, A.B., Tongue, Oct. 3, 1889 *Western Belle*.
 Todd, T. L., 36, Birkenhead, acute dysentery, Sept. 12, 1889, *Ardencaple*.
 Townsend, John Joseph, 27, mate, Swansea, drowning; total stranding of vessel, Oct. 7, 1889, *Primus*.
 Triley, A., 25, fireman, Bristol, missing from ship, July 23, 1889, *North Cambria*.
 Tusten, G., 32, boatswain, London, drowning (fell overboard while putting a dead bullock over the side of ship), Oct. 28, 1889, *Holland*.
 Uelmann, Wm., 37, fireman, Brunswick, overrun by a train, Oct. 9, 1889, *City of Lincoln*.
 Unknown men (eight), vessel stranded (total), Sept. 30, 1889, *Erie Ware*.
 Unknown, vessel capsized, Oct. 9, 1889, *Nellie*.
 Van de-House, Joseph, 62, fireman, Ostend, Belgium, rupture, Oct. 13, 1889, (2.30 a.m.), *Squalion*.
 Veal, John, 49, cook, London, heat apoplexy, May 28, 1889, *Elderslie*.
 Virgo, A. G., 23, A.B., Greenwich, drowning (vessel stranded; total), Sept. 26, 1889, *Amana*.
 Wascher, Franz, 29, trimmer, Germany, drowning (missing; supposed to have overbalanced himself when sitting on the rail), June 19, 1889, *Wm. C. Mitchell*.
 Watson, Wm., 15, apprentice, English, accidental fall from aloft (after reeving skysail sheet from topmast crossrees), March 29, 1889, *Amana*.
 Waugh, Thomas, 60, cook and steward, Whitby, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.
 Webb, William Henry, 20, fireman, Liverpool, scalded; boiler explosion (crown of combustion chamber down), Oct. 28, 1889, *Cephalonia*.
 West, Robert, 29, fisherman, Lower Sherringham, supposed drowning (by sinking of boat, which was found bottom upwards), Nov. 1, 1889, *Lilly of the Valley*.
 West, William Elmer, 58, fisherman, Lower Sherringham, supposed drowning (by sinking of boat, which was found bottom upwards), Nov. 1, 1889, *Lilly of the Valley*.
 White, W., 24, A.B., Carnarvon, Aug. 5, 1889, *Bianca*.

Whitton, Charles Berry, 31, 2nd mate, Beverley, Yorkshire, Sept. 19, 1889, *Kwongsang*.
 White, William, 41, A.B., Antwerp, dropsy, Jan. 12, 1889, *M. & E. Cox*.
 Williams, Robert, 37, engineer, Carnarvon, supposed drowning (vessel foundered), Sept. 18, 1889, *Florence*.
 Wilson, I., mate, unknown, supposed drowning (vessel foundered), Sept. 18, 1889, *Florence*.
 Winship, Thomas, 21, fireman, West Hartlepool, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.
 Witherow, Joseph, 45, fireman, Maryport, supposed drowning (vessel missing), since Sept. 23, 1889, *Chanticleer*.
 Witte, Rudolph, 23, A.B., Germany, falling from aloft (while stowing mainsail), Oct. 17, 1889, *Scottish Dales*.
 Wray, James, 57, 2nd mate, Whitby, drowning (supposed to have fallen overboard when standing at ship's side), Oct. 16, 1889, *Nio*.
 Youlton, John, 53, cook, Pembroke, South Wales, acute pneumonia, Oct. 6, 1889, *Habsburg*.
 Young, Fred, 16, apprentice, Sunderland, shock from amputation, Oct. 20, 1889, *George Weston*.

THE body of David Craig, of Dundee, able seaman, who was lost in the wreck of the barque *Cherwell* on New Year's-eve at Mizen Head, was washed ashore at Dunmauris last Tuesday.

At the first annual dinner of the Amalgamated Society of Engineers at Jarrow, the chairman said that it was the largest, wealthiest, and most influential society in the world. They had 450 branches, and their reserve capital amounted to over £240,000. It was 40 years since the amalgamation took place, and among the benefits achieved were better pay, shorter hours, and the abolition of piece work.

IMPORTANT PILOTAGE CASE.—At the Holyhead Harbour Office, on Saturday, before Admiral J. F. C. Mackenzie, a case was heard in which Mr. Thomas Thomas, licensed pilot, Holyhead, claimed the sum of £16 from Captain Jackson, of the steamship *Palamed*, of Birkenhead, for having refused the services of the Holyhead pilot on December 18, when offered, and taken on board a Liverpool pilot. Admiral Mackenzie, after a short consultation with the clerk, said he was of opinion that since the ship had called at Holyhead, not from stress of weather, but made it a port of call for a pilot, and was boarded by a Holyhead pilot within the pilotage district, she was liable to pilotage. The plaintiff asked double pilotage, according to the Act, but since she had hove-to, he considered the plaintiff entitled to double one pilotage—viz., double the pilotage out. He gave judgment for £7 17s. 6d. and costs, and said that if Mr. Holt wished to appeal, he would be very glad to grant a case—in fact, would be very glad if he did appeal.

IMPORTANT ACTION.—An A.B. named Benore St. John sued Messrs. De Wolf and others, the owners of the ship *Glenalvon*, in the Court of Passage, Liverpool, for £31 17s. 3d. wages in respect of a voyage of 15 months duration. His case was that he signed articles on the 14th July, 1888, for a round voyage at a wage of £2 10s. per month, and that whilst at Newcastle, N.S.W., the master, in consequence of some threatened desertion, promised plaintiff and other seamen an additional rate of 10s. per month for the remainder of the voyage. Defendants admitted part of the claim, but disputed liability to pay the additional 10s. per month, and claimed to deduct £9 1s. 8d., which they contended he had forfeited whilst off duty between June 29, 1889, and October 25, 1889, in consequence of illness brought on by his own neglect. From plaintiff's evidence it appeared that whilst at Rangoon he contracted some complaint, and a month afterwards submitted himself to the steward of the ship for treatment, and was cured in about three weeks, but subsequently suffered from rheumatism, which rendered him unfit for work for remainder of the voyage. Upon the question of additional wages, Mr. Taylor, for defendant, submitted that the agreement was void for want of consideration, and as the plaintiff had not performed duty to the master's satisfaction, his Honour on that point decided for defendants, who further contended that the disease plaintiff had suffered from was venereal. Dr. Commins, M.P., who appeared for plaintiff, submitted that notwithstanding the alleged nature of the illness, he was entitled to recover, and asserted that this was the first time a seaman's claim to wages had been disputed upon such a ground. The Judge considered that the question was for the jury whether plaintiff's illness had been caused by his own act. After evidence by the steward of the vessel and a doctor, the jury found for defendants, and judgment was accordingly given, with costs.

NOTICES.

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- CORK.—Michael Austin, 6, Patrick-street.
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LIVERPOOL.—(North End).—T. Connarty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; Tetlow, Esq., solicitor.

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SOUTHAMPTON.—J. Nash, High-street Chambers, 80, High-street.

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SWANSEA.—R. Thomas, Colosseum Hotel, Wind-street.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings.

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UNION OF SHIPMASTERS AND OFFICERS

OF GREAT BRITAIN AND IRELAND.

Registered No. 553.

Head Office: 33, MARKET PLACE, SOUTH SHIELDS.

Members can be enrolled and Cards and Rules Returned

By forwarding entrance fee, 5s., and 4d. for card and rules of membership, by postal order to

GEORGE T. LUCCOCK, Assistant Secretary

Pro. J. H. WILSON.

Offices of this Union have been opened at the following ports, where all information may be obtained of the representatives named below:—

BLUTH.—Mr. HEATLEY, 9, Market-street.

BRISTOL.—Capt. LANGDON, Pilots' Association, 69, Queen-square.

BURNISLAND.—Mr. MOODY, 12, Somerville-st.

CARDIFF.—Mr. GARDINER, Seamen's Institute, West Bute-street.

GLASGOW.—Mr. DABBY, James Watt-street.

GREAT GRIMSBY, Mr. YOUNG, 33A, Cleethorpe road.

LEITH.—Capt. TOSH, 34, Barnard-street.

LONDON.—Mr. CLARKE, 9, Jeremiah-street, East India-road; or, Mr. PIRROTT, Seamen's Union, opposite Shipping Office, Tidal Basin.

NEWCASTLE.—Mr. MANSELL, 5, Broad Chase.

SOUTHAMPTON.—Capt. NASH, 80, High-street.

SUNDERLAND.—Capt. GEORGE, Albion Hotel, Woodbine-street.

WEST HARTLEPOOL.—Mr. LEAHY, Seamen's Union, Russell's Buildings.

SOUTH SHIELDS.—Capt. GEO. T. LUCCOCK, Head Office, 33, Market-place.

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Will find all their requirements at:—

"LIVERPOOL HOUSE,"

96 & 97, COMMERCIAL ROAD.

This is one of the Largest, Cheapest, and most Complete Outfitting Establishments in the United Kingdom.

SYSTEM OF BUSINESS.—All goods marked plainly at the lowest cash price. One price, no abatement. Goods not approved of exchanged or money returned. We allow no commission to runners, and are therefore able to sell at 30 to 40 per cent. lower than other shops who employ these men.

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THE LIVERPOOL HOUSE,

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Reliable Clothing. Reliable Clothing.

JOTHAM & SONS,

26 & 27, St. MARY ST.,

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Are Manufacturers of

"RELIABLE" CLOTHING

At the lowest possible cost to purchaser.

The Largest Stock in the Principality.

THE MOST COMMODIOUS PREMISES IN SOUTH

WALES AND THE WEST OF ENGLAND.

All Serge and Dungaree Goods manufactured by the Firm's own workmen.

JOTHAM & SONS,

BESPOKE TAILORS, HATTERS, HOSIERS,

AND GENERAL OUTFITTERS,

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ESTABLISHED 1838 (51 years).

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Houses Furnished from 10
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SPECIALITIES IN
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PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.

BUSH RUGS & COLOURED BLANKETS
sent free to any part of the Kingdom on receipt of
P.O. Order. Prices, 3/9, 4/9, 5/9, 6/9.

FEATHER BED, BOLSTER AND TWO PILLOWS,

In Linen Tick, 56lb., warranted good and free from
dust, sent carriage free on receipt of Post Office
Order for

£2 10s.

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70, 72, & 74, Rathbone Street,
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BRISTOL SEAMEN'S CLOTHIER & OUTFITTER, &c.,

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ADVANCE and HALF-PAY NOTES cashed very
lowest terms; purchases at the time entirely
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Foreign Money Exchanged. No Commission to
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MASTERS & CO., THE CARDIFF, SWANSEA, AND NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at
Masters & Co., who believe in fair dealing, one fixed
price and no abatement; also, being the largest buyers
of Clothing in the Principality, can sell cheaper than
smaller buyers.

MASTERS AND CO.,
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18 & 19, CASTLE STREET, SWANSEA.

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WORK FOR BOYS!

WANTED, to Sell "SEAFARING" in various
parts of Liverpool, several active and
honest boys, who will be provided with a neat
uniform, and paid liberally. Sons (especially
orphans) of seafaring men preferred. Apply at
Seamen's Union Office, Malakoff Hall, Cleveland-
square, Liverpool, at 4 o'clock on Monday, January
13. A guarantee of applicants' honesty by some
responsible person will be required in every case.

NOTICE.

Union Men are requested to
BOARD only at Boarding Houses
which are ADVERTISED in "SEA-
FARING."

Members having complaints against
Boarding Masters must send them in
to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's
Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers
of Seamen's Boarding-houses will be inserted
in SEAFARING at the rate of 2s. each per
week, payable in advance. For 13 weeks
the price is 15s.; for 26 weeks, 25s.,
payable in advance. These advertise-
ments are intended as a Directory to
seafaring men, so that on arriving at any
port they have only to refer to SEAFARING to
find where they can be comfortably boarded
and fairly treated. No Seamen's Boarding-
house will be advertised in SEAFARING on any
terms unless recommended by the Branch
Secretary of the Sailors' and Firemen's
Union in whose district the house is
situated.

SAFE ANCHORAGE. WHERE TO BOARD.

UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 100, Queen-street.
CARDIFF.—Seamen's Institute, West Butestreet.
GLASGOW.—John McInnes, 12, Anderson Quay.
" James Bracken, 182, Broomielaw.
NORTH SHIELDS.—Mrs. M. Jones, 31, Duke-
street.
SOUTH SHIELDS.—Sailors' and Firemen's Union
Boarding-house, 81, East Holborn.
SUNDERLAND.—Wilson's Temperance Hotel,
174, High-street East.

Wilson Testimonial Fund.

THE following amounts have been received up
to date.

	£	s.	d.
Aberdeen	...	0	10
Bootle	...	2	1
Belfast	...	1	18
Barrow-in-Furness	...	1	0
Dublin	...	1	4
Foreman	...	0	3
Green's Home	...	4	18
Glasgow	...	6	7
Goole	...	0	11
Grimsby	...	1	6
Gravesend	...	0	6
Hartlepool	...	0	6
Hull	...	2	0
Liverpool	...	1	15
Leith	...	1	10
Middlesbrough	...	2	10
Newcastle	...	1	15
North Shields	...	1	16
Southampton	...	0	8
Sunderland	...	6	10
South Shields	...	3	7
Seaham Harbour	...	3	15
Yarmouth	...	0	2
	£15	3	2

Collectors are requested to be good enough to
keep their lists open till further notice, and to
remit all monies in hand to Mr. J. R. England,
80, Dundas-street, Monkwearmouth, Sunderland.—
W. M. MAXWELL, Honorary Secretary.

HULL BRANCH NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION, UNITY HALL, PRINCE ST., DAGGER LANE,

On Tuesday Evening, Jan. 14.

A LECTURE

WILL BE GIVEN IN THE ABOVE HALL BY

MR. J. HUMBY.

Subject—TRADES UNIONISM: ITS AIMS & OBJECTS.

ADMISSION FREE.

All Seafarers are cordially invited.

NOTICE.

LOWTHER DAVISON, PETER DENNY, ROBERT
WATERS, JOSEPH SMITH,

Members of the Sunderland Branch, have been
Fined the sum of 20s. each. All Secretaries are
requested to watch for the above Members' Cards.

W. C. LONSDALE, Secretary.

Seafaring.

SATURDAY, JANUARY 11, 1890.

SURELY, if somewhat slowly, the cause of
the seaman makes headway. As some of
our readers may possibly remember, one of
the objects of SEAFARING was stated in its
first number to be "to advocate such an
alteration in the franchise, so far as
seamen are concerned, as shall secure for
them a voice in the councils of the nation."
When those words were written compara-
tively few persons realised the importance
of such a demand, and we had the honour
of being "in the right with two or three."
A good many things have happened since
then. Converts have been made of writers
who are, to a great extent, the guides of an
enormous number of readers. As we
pointed out at the time, the National Union
of Conservative Associations in Congress
assembled has declared in favour of this
claim. As we also noted at the time, the
Sailors' and Firemen's Union at the
Cardiff Congress last October placed the
Parliamentary representation of the sea-
faring class in the fore part of its
programme; while the last Trades Union
Congress elected the General Secretary of
that Union on its Parliamentary Committee.
As recorded in SEAFARING a few weeks ago,
certain Courts gave decisions disfranchising;
seamen employed in Channel boats on the
ground that such men, being absent at
times from the houses they rent for them-
selves and their wives, do not fulfil the
residential qualification required by the
existing law. The initiative in effecting
this disfranchisement having been taken by
Tory agents, Liberals waxed wroth and
denounced it, pointing out the monstrous
injustice of requiring that a seaman shall
continuously reside in one house to be
entitled to a vote. Mr. Gladstone has
promised to take the matter up, while
Reynolds's Newspaper sounds a note of
warning to engine drivers, railway guards,
mail sorters, and commercial travellers,
that they are to be the next victims of dis-
franchisement, and exposes the design to
deprive working-men, as far as possible, of
votes. Such a design—of which the dis-
franchisement of the few seamen who do
have votes is but a part—will ultimately do
more to help than to hinder the cause of

enfranchisement, serving as it meanwhile does to arouse many besides Mr. Gladstone to action. The temporary disfranchisement of the Channel seamen may thus be regarded as a step towards the ultimate enfranchisement of seamen generally. It is not only reported that next Session of Parliament will see a Bill introduced to give seamen votes, but here we have a Liverpool paper—remarkable for its devotion to shipowners and its bitter hostility to the seamen and their Union—writing in this wise:—

"Why seamen should be shut out from voting as householders or lodgers cannot reasonably be explained. A ship is not a fixture we all know, but she carries the British flag, and everyone on board can be made amenable to British laws. Why, therefore, if they are at home should seamen not be entitled to vote if their names are on the register? Their occupation is not disgraceful, and they do nothing to cause the legislature to place them beyond the pale of the law or constitution of the realm. Whether voting by proxy should be allowed might be contested, but we may supply arguments in favour of applications for voting papers and the depositing of votes in locked ballot boxes under strict guardianship."

This extract, be it noted, is from a newspaper which exists on the support of capitalists, a paper that has waged relentless war against the seaman, a paper that has honoured us and everyone else on the seaman's side with foul abuse and unscrupulous misrepresentation. That such a paper should thus turn round upon itself is remarkable.

I held it true with him who sings,
To one clear harp in diverse tones,
That men may rise on stepping stones
Of their dead selves to higher things.

But the interesting process is rarely so perceptible and well-defined as in this case, in which the change is indeed so sudden that it is probably less due to moral evolution—or revolution—than to the discovery that it does not pay to oppose popular claims once they are popular. In any case, the conversion of so virulent a capitalistic newspaper to the seaman's side in the demand for the franchise, is another sign of the times that our cause is making headway. This gratifying reflection should not, however, lull us to rest and be thankful, but rather inspire us to work all the harder, if that be possible. For those of us who are determined that the seaman shall have justice ere we relax our efforts, there will not be much rest on this side of the grave—there rarely is for people in earnest about anything. It has taken working men ashore, even when in the full enjoyment of the franchise, years of struggle to effect any improvement in their condition which is yet far from what it should be. The idlers still gorge like birds of prey on vitals of the toilers, for whom the law has rarely justice. When a certain editor alleged that poor women in London sold their daughters there was much indignation. Whatever poor women may do, rich parents certainly put their daughters up for sale. Fashionable balls, receptions, parties, and so forth, are mainly intended as auctions for the exhibition and sale of marriageable daughters. The fashionable persons who engage in this traffic in their own flesh and blood are frequently—and not seldom notoriously—guilty of crimes which would have consigned them to the gallows, or the gaol, had there been justice in this country. Many of these persons make or administer the laws of the land, with the result that justice is rarely done, except by accident. If Justice be such a stranger to toilers ashore who have had the franchise so long, what wonder

that she should be a still greater stranger to toilers afloat, whose condition has not shared in the improvement that has been going on among landmen? The Seamen's Union has done wonders for so young an organisation, and promises to do more. But too much must not be expected all at once. If the Union is to concentrate its strength, so far as Parliament is concerned, on getting the compulsory Load Line passed next Session, the Bill proposing to enfranchise the seamen may not pass, although if both measures can be pressed forward without sacrificing either, the Session of 1890 will be a memorable one for the seaman.

NAUTICAL NEWS.

FOR smuggling tobacco a seaman named Bull has been fined at Goole, £1 13s.

Two hundred engine-room artificers and 1,500 stokers are wanted for the navy.

CAPTAIN HAMMOND, one of the captains on the Folkestone and Boulogne passenger steamers, has died suddenly while crossing the Channel.

It is announced that the Manchester, Sheffield, and Lincolnshire Railway Company are about to construct a deep-water dock at Grimsby.

A TELEGRAM has been received at Hull from Rouen stating that the steward of the steamship *Zaimis* had been killed. Particulars are not to hand.

AN official intimation has been received at Portsmouth that Sir William Thomson's new sounding machine is to be supplied to all men-of-war of a thousand tons and upwards, as well as to ships of less displacement, which are capable of a high speed.

A DIFFERENCE has arisen between Messrs. Turnbull Bros., of Cardiff and Whitby, and the Marine Engineers' Union, which has resulted in the latter body issuing a notice warning engineers to keep away from ships managed by Messrs. Turnbull.

ON the conclusion of the inquest touching the deaths of the seamen who lost their lives through the foundering of the steamer *Cleddy* near Ventnor last month, after collision with the *Isle of Cyprus*, the jury were unable to decide that the crew of either vessel was to blame, and returned an open verdict.

LERWICK agents are reported to be engaging men for Dundee ships for the coming season. There are for the *Aurora*, 19 men; *Terra Nova*, 8; *Esquimaux*, 15; *Polymia*, 6 men. The *Aurora* and *Esquimaux* are to proceed to Davis Strait after the seal fishing is over; the others will return to Dundee from St. John's.

TWELVE foreign-owned vessels and 22 British-owned vessels were reported as shipwrecks last week, 10 of the British sinking by collision, 8 of which went down off our home coasts through collision, as well as 6 being wrecked by other means. Total number of collision cases for the week were 35, including 28 cases off our home coasts.

THE Board of Trade have awarded a gold medal to Claus Berntsen Lodre, a Norwegian pilot, and a silver medal to Claus Pederson Lodre, his grandson, together with sums of money to both persons in recognition of their services in rescuing the survivors of the *Hartlepool*, s.s., of West Hartlepool, which stranded near Egersund, Norway, on December, 6, 1888.

THE captain of the Dutch steamship *Leerdam* and the captain of the West Hartlepool steamship *Gaw Quan Sia*, both of which vessels were sunk after being in collision, wish to convey their thanks to Captain Basroger, of the *Emma*, for the manner in which he embarked the large number of shipwrecked crews and passengers of both steamers, the actual number of lives thus saved being 472, including 51 English, being 26 passengers and 25 crew of the English steamer.

AT the South Shields Police Court on Jan. 3, Arthur Richard Abbott, who had been expelled from the Seamen's and Firemen's Union, was charged with having published, in a pamphlet distributed amongst seamen and others, a defamatory libel against Mr. Joseph Havelock Wilson, general secretary of the Seamen's and Firemen's Union. Mr. T. W. Brown, solicitor to the Union, appeared for the prosecution. Evidence was given as to the issue of the pamphlet containing the alleged libel by the defendant, and the magistrates committed the accused for trial at the assizes. They agreed to admit him to bail.

THE cook (Macdonald) of the steamer *Hare*, at Londonderry, died on Tuesday very suddenly.

CHIEF officer of the *Rubens* has brought his vessel into Perim with the captain dead on board.

It is said that there are about 4,000 members in Hull of the Dockside and General Labourers' Union.

It is believed that the trade of Cardiff Docks for 1889 will exceed that of any previous year by 1,000,000 tons.

THE Admiralty yacht *Enchantress* has been despatched from Portsmouth to Gibraltar with sealed orders for the *Benbow* and *Colossus*, in connection, it is supposed, with the Portuguese difficulty.

ON January 6, a Bill was introduced in the United States Senate to authorise the Post Office to contract for carrying the mails between the United States and foreign ports in iron and steel American built and American owned steamships.

SHORTLY after 11 o'clock on the night of January 2, Henry Woolgar, seaman, of Cardiff, belonging to the schooner *Richard and Emily*, whilst attempting to go aboard that vessel at Goole, by means of a ladder, was precipitated into the barge dock and drowned. The body was recovered.

THE monthly workers' meeting in connection with the "Stranger's Rest" for Sailors, 163, St. George's-street, Ratcliff, London, has just been held. The secretary made a short statement of the work done during the year, which had been carried on with many tokens of good.

THE Board of Trade have awarded a binocular glass to Mr. Theodore Colcord, master of the vessel *A. J. Fuller*, of New York, in recognition of his services in rescuing the shipwrecked crew of the British steamship *Santiago*, of Hull, which was wrecked in the North Atlantic on November 19th last.

AT West Ham, John Duke, 54, seaman, of the ship *Mylomene*, lying at Victoria Docks, for concealing on board that vessel 7 lb. 8 oz. of tobacco, of the single value and duty of £2 8s. 9d., with intent to defraud Her Majesty's Customs, was ordered to pay £4 17s. 6d., the double value and duty, or in default one month's imprisonment.

A SEAMAN named James Martin, aged 35 years, belonging to the British ship *Baron Hambro*, lying in the East Bute Dock, Cardiff, went on board some time on Saturday night, and on Sunday his charred remains were found in the forecabin, which was on fire. The body was removed to the mortuary. The ship is owned by Messrs. W. Tully & Co., Hull.

AT Bristol, William Harries, has been charged with drunkenness while acting as master of the steamer *Alverton* at Cardiff, on June 22. The evidence was somewhat contradictory, part being to the effect that the master was drunk and unfit for duty, and that he ordered the vessel full speed astern when her stern was only a yard from the quay wall while entering the basin, and the other that he was not unfit for duty, and his condition might have been attributable to drowsiness. The Court decided that defendant was not guilty.

BEFORE the Marine Court, at Rostock, an inquiry has been held into the circumstances of the collision which took place in the Bristol Channel between the Liverpool full-rigged iron ship *Celtic Chief* and the Rostock oak-built barque *Moene*. The Court came to the conclusion that the collision was brought about by the failure of the *Celtic Chief* to execute the proper manoeuvre in time to keep out of the way of the *Moene*, which, according to the international regulations, she was bound to do.

AT Liverpool Jan. 4, a fireman named James Kelsall was charged, whilst being engaged in the English steamer *Cecile*, with wilful disobedience. On Christmas Day, when the steamer had left Bordeaux, Kelsall was ordered by the chief engineer to heave some ashes overboard; Kelsall refused as it was Christmas Day. In answer to the charge, Kelsall now stated that he thrown a lot of ashes overboard on the previous day by direction of the engineer. The latter, however, would not let him throw them all overboard because the pilot came on deck and watched them. It was against the law to throw the ashes in the river at Bordeaux. Fined 10s. and costs.

AT Stockton, January 3, Lars Peter Neilsen, of South Shields, chief officer of the steamer *Gallina*, of London, was charged on remand with unlawfully wounding Abraham Smith, steward of the same vessel. On September 24 the vessel was lying at Stockton, and it is alleged that the defendant, because there was insufficient light to light him aboard at night, complained to the prosecutor, who was acting as night watchman. The prosecutor replied that he would put out another light, and it is alleged that the defendant followed him, knocked his head against a door, and kicked him. The complainant fell down, and sustained a very serious fracture of one of his legs. He has since been confined to Stockton Hospital. The defendant was committed for trial, and the Bench agreed to accept bail for his appearance at the Sessions.

SAILORS' AND FIREMEN'S UNION.

LONDON BRANCHES.

At the meeting of the Tidal Basin Branch, held January 3, Mr. Star in the chair, it was proposed, seconded, and carried unanimously, that the members enrolled since last meeting be admitted into the Union. Mr. Price proposed, and Mr. Harris seconded, that any member of this branch who engages to work by any ship on condition that he shall proceed to sea in her when ready, and backs out at the last minute, shall be fined 5s., unless in a case of dispute about wages. An amendment by Mr. Garvie, seconded by Mr. Low, that the fine be 10s., was carried. Mr. Walsh, district secretary, stated he had been to interview the labour committee with reference to an advance of 10s. per month in western-going vessels. It was resolved to call a joint committee meeting on Wednesday, January 8, at Mr. Fyshes' Rooms, Poplar, to draw up a fresh scale of wages. Mr. Walsh also stated that a Branch of the Coalporters' Union accused this Branch of not being in sympathy with its own Executive with regard to the gas workers' strike. Mr. Garvie proposed, and Mr. Weston seconded, that we repudiate the assertion made by the coalporters, and that we call on Corrie's coalporters to carry out the agreement entered into between their Executive and ours. A well conducted meeting then closed with a hearty vote of thanks to the chairman at 10.45. The following are the names and addresses of officers of this Branch elected for the ensuing term:—President, Mr. James H. Starr, 10, Panourea-terrace; vice-president, Mr. Stephen Price, 21, Bradley-street, C.S.; treasurer, Mr. Richard White, 72, Rathbone-street; secretary, Mr. George Pirrett, 23, Ford-street; delegates, Mr. John Degnin, 27, West-road, C.H.; Mr. Henry Brown, 82, Martindale-road; auditors: Mr. John Garvie, 17, Martindale-road; Mr. John Clarke, 27, West-road; trustees: Dr. John Moir, Hack-road; Mr. T. M. Williams, 5, Bengeo-street; Mr. S. Vinicombe, Victoria Dock-road. Branch Committee: Messrs. C. A. Clark, 49, Landowne-road; C. Starbuck, 7, Catherine-street; J. Brennan, 23, Ohio-street, Plaistow; J. Starbuck, 32, Shirley-street; J. Mitchell, 3, Colfin-road, C.H.; W. Harris, 98, Cleaver-road; C. Low, 15, Elphick-street; J. Leask, 66, Adamson-road; D. Kaylor, 17, Hemsworth-street; R. Keyes, 53, Leyes-road; E. Potton, 14, Kellend-road; G. Douglas, 5, Elizabeth Cottages, N.W.; D. Connell, 35, Ford-street, T.B.; D. Phippard, 24, Cundy-road; Joseph Murphy, Prince of Wales-road; H. Weston, 12, Hooper-road; J. McGuire, 7, Elphick-street, T.B.; J. McGrath, Newman-road, Plaistow.

The following is the resolution passed by the Tidal Basin Branch, which most of the other Branches of the Union have also adopted:—"That any member missing his passage be fined, first offence 5s., second 10s., third offence £1; and any member missing his passage twice in one year be fined the full penalty of £3; one month to be allowed to pay the 5s., two months the 10s., three months the £1, and six months the £3."

At the weekly meeting of Green's Home Branch, on January 2, Mr. Palmer presiding, new members having been duly enrolled, the chairman intimated that two young men who had never been to sea wished to join the Union with a view to shipping as trimmers. According to one of the rules they could be received; still it was for the Branch to decide. Mr. Bissett moved, and Mr. Wilson seconded, that they be not accepted. Mr. Brown proposed, and Mr. Evans seconded, that they be admitted members. On a vote being taken the amendment was carried by a large majority, and the young fellows were therefore received. A letter was read from Mr. Foster of the *Egyptian Monarch*, then at Falmouth, on behalf of the firemen, who on account of certain grievances, which they considered they had, and which the captain refused to redress, had ceased work. What, the writer asked, would the Branch advise? The case was fully discussed. Mr. T. M. Walsh, the district secretary, who was present during part of the meeting, suggested as the safest course for the men to pursue, their "turning to" at once and completing the voyage in the vessel; and on their returning home their case would be dealt with by the Branch. Mr. Curtis moved, and Mr. Evans seconded, a resolution to this effect, which was passed, and the secretary was instructed to telegraph to Mr. Foster the decision of the meeting. Mr. Evans submitted the following resolution:—"That if a member, either at sea or ashore, refuses to show his card when asked by a brother, he be reported to the Branch, which shall deal with him as it considers expedient." This was seconded by Mr. Bissett, and carried. It was proposed by Mr. Harwood, seconded by Mr.

Jones, and unanimously agreed to, that a new member be fined 5s. for creating a disturbance at the meeting-place door, while a brother was speaking. Mr. Curtis proposed, and Mr. Wilson seconded, that Lyonstien be fined £3 for proceeding to sea in the *Tainui* during the strike. The motion was adopted. Mr. Sydney Buxton, M.P., having written to the Joint Committee of the East India Docks, pointing out the serious inconvenience to workmen and others caused by the closing of the Orchard House and Brunswick Pier gates of the East India Docks at six o'clock in the evening instead of being kept open at all hours as formerly, has received a reply from the company to the effect that the outlay for police attendance to admit of the gate being kept open after six p.m. was one for which the business of the East India Dock furnished no justification.

LIVERPOOL BRANCHES.

At Monday night's general meeting of the South End Branch, Mr. A. J. Candler in the chair, Mr. J. Turkington in the vice-chair, the election of an Executive Committeeman was put to the meeting. There were three nominations, viz., Mr. A. J. Candler, Liverpool Branch; Mr. J. Griffiths, Birkenhead Branch; Mr. Boag, Bootle Branch. On being put to the meeting the votes were: Mr. Griffiths, none; Mr. Boag, one; Mr. A. J. Candler, seventeen. The candidates have to come before the meetings at Bootle and Birkenhead, and the one who receives the most votes at the three branches will be considered duly elected. The election of a delegate to the Trades Council was next dealt with, there being a vacancy on account of Mr. T. Connarty being transferred to the Bootle Branch. Mr. R. Delve proposed that Mr. G. Wilson be the delegate, which was seconded by Mr. T. Bernard, and carried. The secretary then explained that the capitation grant to the Trades Council was due, and should have been paid before the old year expired; and he wished to know how many members the Branch were prepared to pay for. Mr. R. Delve moved that we pay for 400, which was seconded by Mr. P. Bernard, and carried. The chairman then said he was open for two or three nominations for committeemen. Mr. A. Duncan then proposed that Mr. J. Huson be one, which was seconded by Mr. J. Rogers, and carried. Mr. J. Rogers proposed Mr. T. Royden, which was seconded by Mr. Ohl and carried. Mr. J. Huson then proposed Mr. F. Lowe, which was seconded by Mr. Ohl, and carried. This closed the election of the Committee. Three men on board the s.s. *Lapland* were next dealt with, who would not join the Union, but were continually running the Union down. It was proposed by Mr. A. Duncan that the boatswain be not allowed to join the Union at any price, which was seconded by Mr. J. Huson, and carried. Mr. J. Rogers moved that all the three men of the s.s. *Lapland*, viz., F. Bowlin, boatswain; Steven Williams, donkeyman; and M. Breen, fireman, have their names made public in all the Branches of the district, and SEAFARING, and that Union men refuse to associate with them. It was seconded by Mr. P. Grady, and carried. It was proposed by Mr. Ohl that the necessity of another delegate for this Branch be brought under the notice of the Executive Committee. This was seconded by Mr. J. Huson, and carried. It was moved by Mr. J. Rogers that the Secretary write to the general secretary urging upon him the necessity of having the sign and password changed, which was seconded by Mr. P. Grady, and carried.

At the weekly meeting of the Bootle Branch on Tuesday evening, Mr. O'Hare, president, in the chair, the minutes of the previous meeting, the financial statement for the week, also the balance sheet for the last quarter (showing great improvement in the financial condition of the Branch) were approved and passed. The election of a candidate for the Executive Council was then proceeded with, there being three candidates, Mr. Candler, Mr. Boag, and Mr. Griffiths. Mr. Candler received 17 votes, Mr. Boag 15, and Mr. Griffiths none. (The election has also to be held by the Birkenhead Branch before it is confirmed.) The next business was the election of a delegate on the Trades' Council. Mr. Taylor proposed Mr. Hendry, which was not seconded; Mr. Murphy proposed Mr. Boag, which was seconded by Mr. Woods; Mr. Reardon proposed Dr. Leet, which was seconded by Mr. Monaghan, and supported by Mr. Wolf. Dr. Leet, receiving the highest number of votes, was declared elected. Mr. McGovern proposed that the money that Dr. Leet should have received be divided between the auditors; this was supported by Mr. Monaghan and carried. Mr. McKevill proposed that any member being elected as an auditor and not fulfilling his duties should be censured, and thought Dr. Leet should be fined; this was supported by Mr. Murphy. On Dr. Leet giving his explanation that he was not well, the

explanation was considered satisfactory, therefore Mr. McKevill's motion was lost. Mr. Boag proposed that the election of committee (to fill up the complement) be left till next meeting. It was proposed by Mr. Boag that the Executive Council should be asked for permission to elect another delegate; this was seconded by Mr. Sauter, supported by Mr. Taylor, and carried. Mr. McKevill, belonging to this Branch, and a member of the Executive Council, has been working energetically for the Union, having already brought 51 new members for the various Branches in the district, which will entitle him to the gold medal. He is now starting to add 100 more members to our organisation.

GLASGOW BRANCH.

We have received the following letter:—"In your issue of January 4 I noticed a letter from *Santa Claus*, in which he asks space to express indignation at the way Mr. Darby has been treated by the "political humbugs" of the Premier Branch of the N. A. S. F. U. G. B. I. I fail to see who the "political humbugs" are, as politics are not discussed at the Branch or Committee meetings. As for supplanting Mr. Darby by one of the "political humbugs," I might inform *Santa Claus* that the Executive have the power, not the "political humbugs," to supplant or retain Mr. Darby. Referring to the slanderous insinuations brought against Mr. Darby in his absence, why did not *Santa Claus* defend Mr. Darby in the public meeting when these insinuations were made? If *Santa Claus* was not there at the time he will have plenty of opportunities at any Branch meetings, and if *Santa Claus* would point out at any of the meetings who the "political humbugs" are, also the rough element that is in existence in the Premier Branch, we would act on his suggestion and weed them out, but I am of the opinion that the so-called "political humbugs" and "rough element" exist only in the heated imagination of *Santa Claus*, who has a deal to learn when he says he hopes to see Mr. Darby reinstated once more as leader. For his benefit I must inform him that we still look on Mr. Darby as leader, and the Executive did the same when they promoted him District Secretary of the West of Scotland. I would point out to *Santa Claus* that it shows a want of moral courage on his part to attack members through the public press, knowing that a great many have not the abilities to reply to him through the same medium. Trusting that in future *Santa Claus* will attack openly and not in the way he resorted to last week, I remain yours, &c., Observer.

CARDIFF BRANCH.

At the weekly meeting held at the Wyndham Arcade, Jan. 6, 1889, Brother Chubbs, chairman, amongst those present was Mr. J. H. Wilson, general secretary. The meeting commenced with business relative to the Trades Council. It was proposed by Brother Martin, and seconded by Brother Scully, that £5 be sent the Trades Council out of Branch Management Fund in support of the delegate who sits on the Trades Council. Brother Brooks said he was one that represented the Trades Council, which caused him great inconvenience by having to attend those meetings, although he was proud to represent them. Mr. Wilson did not think any member need leave his employment to attend those meetings, and suggested that two members might be elected to represent the Trades Council; by so doing, they would be going into the principle objects of Trades Unionism, on which he would like to see every member enlightened. It was moved by Brother Martin, that Brothers Chubbs and Brooks be the representatives upon the Trades Council. This was seconded by Brother Scully. It was moved by Brother Brooks, seconded by Brother Atkins, that Brother Tucker act as outside delegate. Brother Martin proposed Brother Courtney, Brother Neilson seconded. The voting was as follows:—Brother Tucker, 9 votes; Brother Courtney (including the chairman's casting vote), 10 votes. Brother Martin proposed that the girl who cleans the club room receive a Christmas Box. The general secretary suggested that a hat be put by the door so that members could give what they liked. Complaint was made by Bro. Tilke against the captain of s.s. *John Morrison*. He said he had signed in the *John Morrison* at Barry, was ordered to be aboard at 1 o'clock on the 3rd, but could not get aboard until 2.30; at 7 he was ordered below. He worked up to breakfast, and after up to 10.30. The second (7 engine or mate) then gave permission to go ashore to get some things. He returned to the ship at 1.30, but could not get aboard until 3 o'clock. They sailed in the ship and worked up to 8.30; the captain then ordered them to get ashore. The *John Bull* tug boat brought the men ashore, by the captain's orders, the captain threatening that if the men did

not clear out he would throw them overboard. A great discussion then arose on members of our Branch joining the Labourers' Union, Bro. Brooks saying that if he had to join the Labourers' Union he would not belong to any. The general secretary suggested that the Sailors' and Firemen's Union appoint a deputation to wait on the Committee of the Labourers' Union to get satisfaction. A great discussion then took place, and Bro. Brooks left the room in a very hasty manner. The general secretary suggested that Bro. Brooks be fined 2s. 6d. for the way in which he had left the room. After more discussion the meeting closed.

DUNDEE BRANCH.

This Branch held its first annual festival and assembly, Dec. 27. The Thistle Hall was engaged for the evening, and great praise is due to the Committee for the gorgeous manner in which they ornamented the hall with flags, &c. A splendid programme of songs, recitations, and sketches, was gone through at the festival, and was highly appreciated by all present. The ball was then commenced, and continued to an early hour next morning. Taking all together it was a splendid success. The wages in this port are £5 for firemen, and £4 15s. for sailors. Men are very scarce here at present, on account of the New Year.—[Delayed in transmission.] At the weekly meeting on January 6th, Mr. Miller occupied the chair for the evening. The correspondence read included a letter from Mr. Byrne, Grangemouth, with regard to the conduct of member No. 122 of this Branch, who happened to be at the meeting, and after he had heard the charge made against him, denied it, as he has not been out of the city this last three weeks, so it was resolved to write again to Grangemouth, and find out if they have got his name, or else his correct number, as there must be a mistake somewhere. A fine of 11s. 6d. was imposed upon a member of this Branch who had become security for a certain man going a run to London last week, and who failed to join the Union. The following resolution was unanimously carried:—"We, the members of the Dundee Branch, emphatically declare that we have entire confidence in our general secretary, and he has our warmest sympathy at this time when he has been so maliciously assailed by a former official, supported by shipowners and scabs."

NORTH SHIELDS BRANCH.

At the meeting on December 30, the election of officers for the next half-year took place. All the officers were elected, but the chairman and vice-chairman and two of the committee who declined re-election. At the general meeting held January 6, it was resolved that the entrance fee of this Branch be raised to 10s. on January 13, and the same rate of wages as South Shields be required but the boatswains' wages to be the same as the donkeymen's. Several important resolutions were passed with regard to the strike of gas stokers to the effect that this Branch do all in their power to assist them. Mr. Nicholson moved, and Mr. Baumerster seconded, a very hearty vote of thanks to Mrs. Jones, of the Seamen's Union Boarding House, North Shields, for her kindness in giving the splendid supper on New Year's eve to the Union men of North Shields. This was carried with three cheers. A collection was taken for Fred Muller, and 15s. 8d. gathered for his relief.

NEWCASTLE BRANCH.

At the general meeting, January 6, Mr. Errington, who was in the chair, in opening the meeting said he was glad to see so many present, as it augured well for the future, and he wished them all a prosperous New Year. The minutes having been unanimously adopted, a new member was then proposed by Mr. Sutton, seconded by Mr. J. A. Prince, to be taken in at new entrance fee, viz., 10s., carried. Complaint was laid by Mr. Whittaker that the firemen working on board the s.s. *John Ormston* had been prevented by labourers from working, because they did not belong to the Labour Union. He wished to know if such was to be tolerated. In times past, the crews had always worked by the vessels when in dock or on slipway. The consequence would be that sailors and firemen would be thrown out of employment until the ship was ready for sea again. Mr. Sutton and others also spoke on this question. Mr. Mansell said this was a very serious matter, and one that would have to be seen into without delay, for they must not allow incompetent men to work among the engines and boilers when a ship was on any slipway or in any dry dock. If the meeting required it he would see the manager and directors of the Tyne S.S. Co., and inquire as to the reason the men were not kept on as before, and also lay before them the wage question as to when vessels were on slipway or under repairs, why the wages were reduced more than formerly. A resolu-

tion was passed to the effect that Mr. Mansell see the manager, and let him know that Mr. Moffatt had said the reason why they were not kept on as formerly was because they belonged to Sailors, and Seamen's Union. Complaints were also laid by Messrs. J. A. & L. Prince that the manager of Bellis's firm at Elswick would not as formerly pay steaming money; they also stated that they were paid at the rate of 23s. per week and outside money, making 26s. in all. If they worked overtime they were paid at 23s. If they lost a quarter they stopped at 26s.; they did not consider this fair. Mr. Mansell said Mr. Bellis's manager told him some time since that he would give the same advance to his men that Hawthorn's did. He was sorry Mr. Crawford had not kept his word. If the meeting considered it necessary he would try and see Mr. Crawford. He would also get Mr. Stanley, general secretary of the N. Labour Union, to go with him, seeing it would affect some 40 or 50 labourers. A resolution was passed that Mr. Mansell, along with Mr. Stanley, see Mr. Crawford. Eight sailors and ten firemen were reported out of employment. Mr. Mansell said he had found that some members who joined lately had joined the Union at its commencement, and he did not think it fair that these men should enroll unless they paid from the commencement of the Branch. He said he had found out one or two as they came and compelled them to pay. He hoped some action would be taken in this matter. Mr. Errington said it was too late to-night, but he would give notice for next meeting that he would bring forward a motion which would compel these delinquents to pay the piper.

GOOLE BRANCH.

The half-yearly meeting was held December 31st, Mr. W. Field in the chair. The secretary read correspondence from Tidal Basin Branch, respecting members losing their passages. The secretary was glad to say members in Goole did not lose their passage; there had only been one case known to him since he had been in Goole (hear, hear), and that was by accident. Still, it would be as well to pass a resolution something after the same style as that of Tidal Basin. After some discussion, Mr. Gunn proposed, Mr. R. Frazer seconded, it was agreed to do the same as Tidal Basin in the matter. Deputation to wait upon Mr. John Austin, M.P. for the Division, respecting the Load Line Bill, was elected as follows:—Messrs. John Rockett, W. Field, R. Frazer, E. E. Rowe, and W. R. Chappell. The meeting then proceeded to elect the officers for the ensuing half-year, and the following gentlemen were appointed, viz.:—Chairman, Mr. W. Field (re-elected); vice-chairmen, Messrs. R. Broughton and James Gunn; Committee, Messrs. R. Horsley, W. N. Ward, J. Hackett, W. Rusling, A. Smith, G. Bedford, J. Rockett, J. E. Gibbins, R. Frazer, J. Dixon, F. Moore, and A. Tulip; check steward, Mr. J. N. Crabtree; auditors, Messrs. G. Bedford, and J. Dixon; treasurer, Mr. H. Bird (re-elected); trustees, Messrs. W. Stubbs, W. Field (one vacancy); secretary, W. R. Chappell (re-elected). A vote of thanks to the retiring officers, proposed by Brother Frazer, and seconded by Brother Crabtree, was carried unanimously; some other business connected with the Branch having been transacted, the meeting was brought to a close about 10.30, a very enjoyable and business-like evening having been spent. Good attendance. Three cheers for Mr. Pimmsoll were most heartily given, the same compliment being also given for Mr. J. H. Wilson, general secretary.

SOUTHAMPTON BRANCH.

The Southampton Branch demonstrated their gratitude to Lieut. Tankerville Chamberlayne, R.N.R., in grand style on Monday night. Accompanied by 25 longshore clubs of athletes and amateur yachtsmen, and followed by quite 3,000 of the general public, headed by two bands, our seamen, and firemen, headed by the commanding figure of the standard bearer Mr. Thomas Chivers, in oilskins, mustered outside their office at 6.30 p.m. Rain was descending in torrents, but the procession started (all the sailors bearing torches) at 7 p.m., and passing up High-street, wended their way down Bridge-street. On coming abreast of Brother Bussey's, *Southampton Observer*, office, three ringing cheers were given for the first local paper which advocated the cause in Southampton. This done, on again. Opposite the new offices of the Union Steam Ship Company, three cheers were given for Captain Dixon, and his glorious company. Despite the adverse circumstances of strong gales and heavy rain, the programme, as originally arranged, was carried out in its entirety, and under a full blaze of light the procession wended its way towards the beautiful grounds of Weston-grove, where Chinese lanterns bedecked the trees, and rockets were sent up at intervals. On a large board

was worked the following inscription, the letters being formed of small glass lamps:—"Thanks for your welcome. Happy New Year to all." Not many minutes elapsed between the arrival of the procession and the appearance of Mr. and Mrs. Chamberlayne, who were lustily cheered, the band striking up the tune "For he's a jolly good fellow," which refrain the large gathering took up in a hearty manner. The following address, beautifully embossed and illuminated, was then presented to Mr. Chamberlayne:—"To Tankerville Chamberlayne, Esq., Dear Sir,—We, on behalf of the athletic clubs in the town and neighbourhood of Southampton and of the Seamen's and Firemen's Union, take this opportunity upon your coming to reside in our midst of giving you a most hearty welcome and respectfully tendering our sincere thanks for your uniform kindness and great liberality towards us. We trust that Mrs. Tankerville Chamberlayne and yourself may long be spared to enjoy both health and happiness. Signed on behalf of the Clubs and Union, Henry Webb, Chairman, D. Kelly Whitlock, hon. secretary, J. T. Nash, secretary." Bouquets of beautiful flowers were also presented to Mrs. Chamberlayne. In the course of his reply to the address, Mr. Chamberlayne alluded to the Sailors' and Firemen's Union (cheers). He had had the honour for some time past of being connected with that Union, and he took the greatest interest in watching its growth and importance (cheers). He had, as a yachtsman and a member of the Royal Naval Reserve, been more or less a sailor, and he well knew the risks and hardships to which the British Jack Tar was exposed. It was the object of the Union to save him from risks and hardships to which he had no right to be exposed (hear, hear). He always hoped the Seamen's Union would act on the French proverb—"Help yourselves and Heaven will help you." He would not detain them any longer, but only say how deeply grateful his wife and himself were to them for attending in such large numbers, and he took that opportunity of thanking the Sailors' and Firemen's Union for the beautiful bouquet they presented to his wife at the Netley Abbey fete. The three floral offerings of which she had been the recipient that night, would no doubt fade away, but the kindness and good feeling which prompted them to present them would never fade (loud cheers). Mr. Chamberlayne added that there was one duty his wife had to perform, that being to present an Arctic medal to Mr. Tizzard, a member of the Sailors' and Firemen's Union. Mr. Tizzard, he explained, formed one of Sir Allen Young's expedition party to the North Pole, and he had the misfortune to lose his medal. By Mr. Chamberlayne's munificent generosity, the whole number of members of the Branch were supplied liberally with refreshments on their way home at the Cliff Hotel.

The installation of officers for ensuing six months proposed at our last meeting, occupied the earlier part of the evening last meeting. Mr. Thomas Chivers, M.C., proposed that the entrance fee be augmented to 10s. after next meeting. There was some opposition to this. Mr. Nash considered they ought to adopt Mr. Chivers' proposal, which was ultimately carried. Mr. James Goddard, member of the Cardiff Branch, rose to ask why Captain Nash was the only secretary kept down on a salary of £1 a week; Mr. Gardner, of Cardiff, had £2 a week, and his boy 10s. a week. All the other secretaries were better paid than Mr. Nash was, and he could testify that no other one was a better friend to the Union, nor worked so hard for it. Several members expressed dissatisfaction at the way Mr. Nash had been kept down in opposition to the wishes of the members of Southampton Branch, where he worked hard. Mr. Shears wondered how many times they would have to vote that the secretary's salary be raised before it was allowed by the heads in Sunderland. Mr. Shears proposed again that Capt. Nash's salary be increased to £1 10s. a week. Mr. Thomas Chivers seconded the rise of Mr. Nash's money to 30s. a week. The chairman was of opinion that the boy deserved another 5s. a week. Mr. Tizzard proposed that the "assistant secretary" (Master Edwin Nash's) pay be raised to 10s. a week. Mr. Dawkins seconded. It was supported by the treasurer, and carried with expressions of satisfaction. Mr. Sprague then read "Barbary Coaster's" effusion addressed to SEAFARING about the Branch being limp, &c., but no further notice was taken of it. Mr. Lumby spoke in very eulogistic terms of the seamen and firemen of Southampton, declaring he felt it high honour to be so closely connected with them. It would be impossible for any body of men in England to conduct a demonstration more handsomely than they had done that to Mr. Chamberlayne. He deeply regretted that some folks had declared the procession would have a political aspect. It was false. All shades of politicians were represented. A Conservative friend of his had called him an old fool for shepherding the seamen and firemen, and asked when he meant to

give up the Union? His answer was "Never." Mr. Chivers proposed a hearty vote of thanks to Bro. Lumby, which was carried with acclamation. Captain Nash remarked that Mr. Lumby's services to the cause were incalculable.

WEST HARTLEPOOL BRANCH.

The usual weekly meeting was held January 3, Mr. Hunter in the chair, when nine new members were enrolled, and previous minutes confirmed. Correspondence and a certificate in reference to a claim by C. Nelson, a member of the Hull Branch, for loss of clothes having been read, it was proposed by Mr. A. Lovatt that said member receive 30s., which was seconded by Mr. Sherwood, and carried. A complaint against a member of this Branch for missing his ship on a tide sail was next dealt with. The member in question having satisfactorily explained the matter, it was allowed to drop. After a little sociable crack, the meeting was brought to a close.

BLYTH BRANCH.

The quarterly meeting was held on December 31. The minutes being adopted, the agent read his report for the two months he had held office, showing an increase of 58 members, bringing the total to 296. The report being approved the election of officers for the ensuing six months took place as follows:—Auditors, Messrs. R. Taylor and R. Fynes; trustees, Messrs. W. E. Thompson, Lancelot Watson, and Ed. Nicholson; Agent, Jas. Heatley (re-appointed); treasurer, W. W. Smith; Committee, Messrs. D. Short, P. Petterson, W. Campbell, W. Worrell, W. Waddle, R. Johnstone and J. Calabraes. Eight seamen and three firemen were reported out of employment. The agent was instructed to write Mr. T. Burt, M.P., previous to a deputation being appointed to wait upon him in reference to the compulsory loan line. Messrs. Clements (district secretary) and G. Cowie (S. Shields) then addressed the meeting, pointing out the rapid growth of this great organisation and urging upon the members to be true to their colours and it would be respected by all. It was decided to hold a meeting of this Branch every Wednesday night at 7 o'clock, at Mr. W. E. Thompson's Cocoa Rooms, Waterloo, Blyth.

GRAYS BRANCH.

At the meeting of this Branch, Jan. 1, Mr. Charles Freeman in the chair, the chairman in opening the meeting congratulated the Branch on the progress it was making, and trusted that the officers who were about to be elected would do everything in their power to advance the objects of the Union and its endeavours to better the condition of our brothers at sea, who still have many grievances to contend with. The chairman felt sure that the officers would in the future, as in the past, honour the trust and merit the confidence that our brothers at sea place in them. The election of office holders was then gone on with, and the retiring members were unanimously re-elected, a compliment they fully deserve, as they have held their respective positions with credit to themselves and the Branch. Brother Mills then proposed, and Brother Longman seconded, a hearty vote of thanks to the Tidal Basin Branch for their kind assistance on Christmas Eve, a proposition that was heartily endorsed by all present. Grays Branch takes this (the first opportunity) of wishing the Editor of SEAFARING, and all the members in the London district, a very Happy New Year.

ABERDEEN BRANCH.

At the usual weekly meeting, Dec. 6, Mr. John Farquharson, president, in the chair, the formal business being disposed of, correspondence was read, including a letter from Mr. Harrison, Penarth, with respect to the rumours mentioned in last week's report of the Branch, and the action to be taken with respect to one of them by the Cardiff Branch. As is generally the case, things were being represented in a totally different light from the actual, by the offenders to the officers at Cardiff. However, further information was immediately sent, which no doubt will help to a decision on the matter. A letter was read from Central Office in reference to the action to be taken to get a compulsory Load Line, and the members thoroughly approved the action of the Executive, and decided that on the first opportunity a deputation from the Branch should wait on the local M.P.s. Since this Branch opened, the secretary has placed at the disposal of the members his place of business, but they now think the time fully come when they should have a place entirely their own. Accordingly a place has been secured in Marischal-street, a fine thoroughfare, in close proximity to the shore. This new place is to be opened as speedily as possible, and will enable us to command the position better. May every step we take add to the

stability of the Branch, and the Union! Preparations for the social meeting and ball, to be held on January 31, are now in full swing, and promise to make the gathering a decided success, at which a hearty night's pleasure may be expected.

BURNTISLAND BRANCH.

At the quarterly meeting held at 12, Sommerville-street, Mr. A. Bannatyne took the chair, there being present all the Committee and a good many members of the Branch, also some members of other Branches. After the auditors' half yearly report was read and approved, the first business was the raising of the entrance fee. Mr. Bannatyne moved that the entrance fee be raised to 10s., same as Dundee, but he had no seconder. Mr. Dunn then moved that on and after February 1 the entrance fee be 7s. 6d. until further notice, and any member joining this Branch and then wishing to be transferred, this Branch retain all moneys paid to it, and let members pay the entrance fee of the Branch they wish to be transferred to. This was seconded by Mr. Turner, and carried. The chairman then moved that this Branch adopt the same resolution as passed at Tidal Basin Branch with respect to members losing their passage. This was carried unanimously. Letters were then read from other Branches, wishing the transfer of members, when a hot discussion took place about the trouble those said members caused in Burntisland, even telling the secretary that they could get shipped independent of the Union, but after finding out their mistake they then wanted to be transferred. The chairman then moved that we hold all members who have been enrolled, and write to the Executive about same. After other business was over seven new members were enrolled, making a total of 422 members of this Branch. The regular meeting night of this Branch is every Monday, at 7 p.m. The secretary is to be found in the office every night up to 9.30 p.m. The solicitor for the Branch is Alexander McIntosh, Esq., 41, High-street.

CORRESPONDENCE.

GRIEVANCES.

To the Editor.

SIR,—We the undersigned seamen, members of the Union, signed and sailed in the s.s. *Port Caroline*, believing that all the ship's company were members. When we got to sea we find that the firemen are non-Union men. We wish to complain of the conduct of the Gravesend secretary in allowing us to join the ship while those non-Unionists were on board. We are of opinion that the said secretary knew of this, as he was at the Shipping Office when we signed and alongside us while we were lying off Gravesend.—Stephen Dick, boatswain, J. Elliot, G. Jacobs, H. Wagstaff, Geo. O. Langdon, quartermasters; John Walter, A.B., James Giles, A.B., Henry Stapley, A.B., W. N. Greenop, A.B., T. J. Smithson, A.B., Geo. Phillips, A.B., Charles Molloy, A.B., John Lockwood, A.B., Henry Knowles, A.B., Charles Lincoln, A.B., Joseph Hobbs, A.B., A. O. Hansen, A.B.

S.S. *Port Caroline*,
Cape Town,
December, 19, 1889.

To the Editor.

DEAR SIR,—Four years gone September, I sailed from Blyth as chief mate of the s.s. *Oaklands*, bound to Stockholm, with a cargo of coals and a crew of 17 Englishmen. All went well till we arrived in the Cattegat, and at midnight of the 9th I relieved the second mate on the bridge. We were then abreast of the Trindelen Light. The night was very dark, but clear. Shortly after 1 a.m. a light was reported on our starboard bow, and on looking at the same I saw it was a bright fixed light and a flashing light. After a little while the flashing light ceased, and I then saw a red light under the bright light, denoting that the vessel carrying the light was a steamer crossing to my port side, and it being my place to keep clear, our helm was ported, and the said bright and red light brought about 1½ points on our port bow. Our ship was steadied so, and I walked to the starboard side of the bridge and was endeavouring to make out several lights on that bow, when the man on the look-out reported a green light on our port bow. I at once saw that the vessel I had previously ported for had starboarded her helm, and was approaching us at a rapid rate. Had I attempted to starboard my helm I would have been in the wrong, so our helm was at once put hard-a-port and engines run full speed astern, hoping at least to

make a sliding blow. But the stranger continued to come on, and struck us amidships, causing our ship to sink in less than two minutes. I may mention that all our hands were on deck when the other vessel struck us, as it was plainly seen there was going to be a collision. We had no time to get a boat out, our ship sank so quickly, and when our stern was under water I sang out to our men to never mind the boats but to jump. The ship was going down at the same time. Jumping overboard myself from the starboard side of the bridge, after getting clear of the sinking ship, all was quiet excepting the bitter cry of two or three drowning men. I swam towards a vessel burning an electric light, and after a great deal of exertion I nearly got alongside, when I was picked up by a boat and taken on board the vessel, which proved to be the German man-of-war *Blitz*, the vessel that had collided with us, and at my request the boats were sent to search for more of our men. But, alas, it was too late. All they could find was the boatswain floating about in a lifebuoy, and the two of us were all that was left of a crew of 17 Englishmen. After being on board a few hours I found out that the Admiral was going to send despatches on shore, and after a great amount of persuasion he allowed us to land, and that is all I have heard of the sad affair. I can swear no boats were sent to our assistance, and from information I got from the quartermaster at the wheel, one officer said one order, and another gave another different order, and he said they did not know what to do. If the Board of Trade considers I am in fault, why don't they deal with my certificate? If I am not to blame why don't our Government see that the poor widows and orphans of the men that those reckless German officers caused the deaths of, receive some compensation? It is not safe to sail the sea if ships have to be sunk and men drowned and nothing said about it. The captain's widow has lately received £500. What has poor Jack done that his widow and orphans get nothing? Had it been an English man-of-war that sunk a German vessel, how differently things would have been. Hoping you will give this space in an early issue,—I beg to remain yours truly,

GEORGE NAPIER.

Member of the Shipmasters' and Officers' Union.
S.S. *Vivo*, Bilbao, Spain,
Dec. 28, 1889.

To the Editor.

DEAR SIR,—A case, briefly reported in last week's SEAFARING, has occasioned considerable public feeling. The ship *Grandee*, hailing from Nova Scotia, shipped a crew (after considerable delay owing to her reputation) to proceed to Monte Video. This crew consisted of thirteen, some unable to utter a syllable of English, whilst others had never been to sea except as engineer's steward, but, were nevertheless, engaged as A.B.'s. One acknowledged that he was unable to steer, but was nevertheless engaged. Although a vessel of over 1,500 tons register her full complement consisted only of eight able and five ordinary seamen, and this vessel was permitted to sail. She, however, brought up in Penarth roads. The following Monday the crew were turned to, to scrub paint-work at 4 a.m. They assert that they were tantalised by the chief officer throwing sand and dirt on the paint already cleaned, he at the time remarking that he would "make it hot" for them. Eventually the crew refused to proceed, stating they would keep night watch, man the pumps, or drop the second anchor should it be necessary, but they would rather suffer imprisonment than proceed with such officers. One of their number distinctly stated that the quantity of food served out to them was so insufficient that some of them actually went without to enable the rest to appease their hunger. They were handed over to the police, who ensconced them in three police cells from Saturday till Monday, after which they appeared before the magistrates. The captain charged two with being the ringleaders, viz., Murray and Gibson. Murray elicited an acknowledgment from him that he was the last man to stop work, and the presiding magistrate said he should have the benefit of the doubt, which subsequently turned out to be a fortnight's extra imprisonment. Gibson also participated in such benefit. Murray also stated that he would never have joined such a vessel but for his being under the influence of liquor when he signed articles. The Board of Trade officials were conspicuous by absence in this case, at the conclusion of which Murray and Gibson were favoured with two months' imprisonment with hard labour, and the remaining eleven with six weeks' imprisonment with hard labour. Now, I would like to ask, Why did the Mercantile Marine officials at Cardiff permit a person under the influence of liquor to sign articles? Next, Why do

such officials study the many clauses of the Merchant Shipping Act beneficial to shipowners, and ignore the few clauses framed for the protection of the seamen? There is a clause which requires that a seaman shall produce at least four years' discharges before he is entitled to the rating of A.B. Why is it not enforced with as much vigour on the part of the authorities as the clause which stipulates "twelve weeks' imprisonment with or without hard labour for refusing duty? I would also refer to a letter, entitled, "The Reported Incompetency of British Seamen and its Causes," in No. 23, vol. 2 of SEAFARING, in which I made special reference to the said clause. Is it correct that the captain of the *Grandee* was prosecuted at Montevideo for his brutality to his crew last voyage? If so why is it the authorities do not institute inquiries regarding his conduct, and again why do the owners of the vessel tolerate this? Murray was informed by the presiding magistrate that scrubbing paint was ordinary work. I cannot comprehend how scrubbing paintwork from 4 a.m. till 6 p.m. in frosty weather, with stint of food, can be classed as "ordinary work," particularly when the vessel is bound to a warmer climate. If this be so, a few of our J.P.'s should try the experiment. Is it a fact that the rations served out to this crew on Christmas Day consisted of peas and water (known in seamen's phraseology as "orange broth," but termed pea-soup in polite society) and salt junk for dinner? If so will Mr. Vachell, the solicitor who appeared for the prosecution, define the term "well found ship" as used by him in court? There has been a considerable amount of these cases during the past few months on board of vessels of the *Grandee's* class, the *Kambira Sobique*, and numerous other vessels, but I sincerely hope the authorities will fully investigate all future cases of this type before passing judgment on the crew.—I remain, yours in Unity,

J. HARRISON.

Cogan, Jan. 6, 1890.

"THE DICTATOR OF HULL."

To the Editor.

DEAR SIR,—It appears my last letter in SEAFARING under the above heading has ruffled the editor of the *Hull News*, more popularly known amongst us seamen as the *Hull Rag*, which gained this well deserved title in recognition of its continual attacks upon our Union and its officials. Although that paper professes to be the great Liberal in Hull it has always been conspicuous for its scurrilous attacks, not only on the National Union, but on all labour organisations. The editor affects to think that I am not a seaman, but I am only too sorry to inform him that I am one of that down-trodden class, which has not only been sleeping but snoring for the last twenty years. I would ask that editor to give me credit for knowing a few of the grievances and hardships of a sailor's life. He says my "attack" upon Mr. C. H. Wilson, M.P., appears to be nothing more nor less than political spite. In that he is greatly at sea, for I am no politician and do not wish to dabble with politics, knowing that at present we are practically disfranchised (hasten on the day when we shall have a voice in the legislation of our country!). My reasons for criticising (that editor does not seem to know the difference between criticism and attack) the member for West Hull are: He being the leading shipowner and a public man, whatever is done by his firm relating to shipping, the other firms have to conform to, therefore I cannot apply any other term to that gentleman than "Dictator of Hull." In reference to Mr. Wilson having said he would sooner man his ships with foreigners than pay the wages asked by our Union, I must adhere to my statement that he practically said so in a letter that appeared in the *Shipping Gazette* of July 10, when he made use of the following words:—"If it had not been for the good management of the Local Seamen's Society the whole of their fleet would have now been in all probability manned by foreigners." Now, Mr. Editor, what other construction can you put upon these words? It was plain to be seen, that had not the Local Society manned his ships, Mr. C. H. Wilson, M.P.'s intentions were to try and man them with foreigners. The editor of the *Hull News* goes on to say that our general secretary, Mr. J. H. Wilson, has made up his mind that henceforth he will live on the hard earnings of the seamen. Well done, Mr. Editor, I am glad to see you make the acknowledgment that seamen's wages are hard earned. But, supposing Mr. J. H. Wilson does live on the hard earnings of the seamen, who has more right to do so than one of our own class, who has nobly come forward to champion the cause of the most neglected, ill-treated, and under-paid class of

men living? Mr. J. H. Wilson is a practical sailor, and knows only too well the many hardships we endure. I am proud to see the shipowners and some newspaper editors speak so bitterly against our general secretary, for it proves to me that he is working in our behalf. The editor of the *Hull News* refers to Mr. C. H. Wilson and his family's generosity in contributing to our charitable institutions, making special mention of his gift of the Mission Hall. Well, Mr. Editor, the Mission Hall does not provide food and clothing for our wives and families. I give Mr. Wilson credit for supporting our charitable institutions; but other shipowners and the general public contribute to them as well. It is not right that Mr. Wilson should take all the credit to himself. But supposing he entirely supported all the Hull charitable institutions, that is no compensation to us for giving us such meagre wages. I would like to ask Mr. C. H. Wilson this question, How is it that small firms out of the North, who only get cargoes of coals outward, and anything thing that they can pick up homeward, can pay the wages asked by our Union, and also pay substantial dividends to the shareholders, whilst the Wilson Line, whose steamers are all in regular trades carrying general cargoes out and home, cannot afford to do so? But it is not a case of not being able to pay; it is a case of the Wilson Line being at present in a position to resist our reasonable demands, for that firm have yet to learn what combination can do. The editor of the *Hull News* says that the Hull seamen appreciate the way in which the Wilson Line is worked. I venture to say that editor knows nothing whatever about it. Perhaps he may have been on board some of the mail steamers or New York boats, which I acknowledge are reasonably manned. But let him take a round amongst some of the Baltic tramps. He might there find a different state of things. I will give him an instance of a steamer over 1,100 tons register with a crew on deck as follows:—carpenter and lamp-trimmer (who, take no watch, being on deck all day), six hands sign as sailors, but as soon as the ship leaves dock one is picked out to act as cook (I would like to know how it is this man does not sign as cook; surely it cannot be to save the few paltry shillings difference in wages). Out of the remaining five men the mate takes two, and the second mate three. Now I would ask the editor of the *Hull News* to follow me for a few moments. Imagine this ship at sea in a gale of wind with all sails set, and the mate's watch on deck. All of a sudden the wind comes ahead, which would necessitate the sails being taken in at once. The mate must then either take the wheel or leave the bridge himself to assist; the other man must come off the look-out, so that the ship is practically left to the man at the wheel, who generally has enough to do to attend to his steering without keeping a look-out as well. Then people wonder at collisions. I have been myself washed about a steamer's fore deck for the most part of an hour, taking in a fore trysail when we might have done it in a few minutes had there been sufficient hands. Then I have had to go back to either the wheel or else the look-out, probably wet to the skin, to finish my watch. Now, Mr. Editor, do you think that we went below to our cheerless fore-castle with feelings of satisfaction at the working of the steamer in question, or do you expect us to have a large amount of respect for the shipowners who send ships to sea undermanned?—Yours in unity.

THE MAN WITH A CARPET BAG.

[This correspondent is not only a Hull seaman, but one who has long sailed, and still sails, out of that port.—Ed. SEAFARING.]

JOINING ANEW.

To the Editor.

DEAR SIR,—In your most interesting paper of Dec. 7, I read (report of Dublin Branch) that it advises their members to come and pay up or join anew. I do not know of any clause which enables any member to run up arrears and then join anew. Say, for example, if a man is eight or nine months in arrears, it will certainly pay him to join anew, especially in places where the entrance fee is only five shillings. I do not think that such things should be said in a report, because it will make plenty of people think they are allowed to join anew when they get in arrears. We have got two men on board of our ship who have read the same paragraph, one is seven, and the other eight months in arrears, and they persist in saying that they are right in joining anew when they get to Cardiff. I have told them they will do no such thing, because when we get to England I will give the secretary their names, so that when they come to join he will make them pay up their contribu-

tions. They would not have been in the same ship if we had known of it, but they did not sign articles the same time as the rest of us.—I remain, your obedient servant,

CHARLES LINDLEY,
A Sunderland Member.

SAVING LIFE AT SEA.

To the Editor.

DEAR SIR,—Permit me once to address you, and upon the above most important subject, and the non-supply of lightning conductors to British merchant ships in general, through which gross neglect many lives are often sacrificed, particularly in the tropics. I speak from experience both in the East and West Indies. Every British man-of-war is supplied with a lightning conductor to each mast. The Government compels every emigrant and passenger ship to the Colonies, as well as Royal Mail steamships (under a contract), to observe the same rule, and see it strictly carried out. This same rule ought also to be strictly enforced generally in the British Mercantile Marine. But I can very readily imagine that shipowners would object to this on account of additional expense, regardless of "poor Jack's life." Another great abuse and gross neglect I would beg to call your attention to, is the disgraceful and shameful neglect generally prevailing in sailing and steam vessels, "the unreadiness to lower a boat in case of a man falling overboard." The boats are generally so firmly lashed and secured as if they were never to be moved; consequently it would take some considerable time to get a boat afloat, and then, perhaps, minus the oars and rudder. In consequence of this delay the poor fellow is drowned. What becomes of his poor widow and orphans if he is married? There is no class that undergo such risks of their lives, hardships and privations, to enrich the nation, and add to the wealth of shipowners, etc., than merchant seamen, and as a body none are less cared for. If the numerous wealthy shipowners and others in the United Kingdom were to do their duty they might very readily realise a handsome sum, and establish a second Greenwich Hospital on a small scale, as a haven for their masters and seamen when no longer able to plough the ocean. The Belvidere Institution at Greenhithe was started by the late Captain, the Hon. F. Maude, and other benevolent naval officers. One need not be surprised at the distress amongst British seamen when shipowners give foreigners the preference of employment. I have actually heard of a ship entering the London Docks flying the British ensign, on board of which 13 different languages were spoken. A pretty motley group for a man to command. With my very best wishes for the continued success of your admirable SEAFARING, Yours faithfully,

"AN OLD SALT,"
Late First-class Master of 1848, and Commander, Indus S. Flotilla, Bombay Marine.

A BOARD OF TRADE inquiry was held at the Town Hall, North Shields, on January 6th and 7th, into the stranding of the sailing ship *Janet*, of Peterhead, at or near Newbiggin, Northumberland, on or about December 12. The Court gave judgment as follows:—The master was not on deck when the safety of the vessel required his personal supervision. A proper look-out was not kept. The vessel was not navigated with proper and seaman-like care, and the stranding was due to negligent navigation on the part of the master and mate. Proper measures were not taken to ascertain and verify the position of the vessel at noon on December 12, and from time to time thereafter. The lead was not used with sufficient frequency, and the mate was not justified in keeping the vessel heading towards the land after getting 15 fathoms. The Court found the master and mate (Captains Thompson and Alex. Scroggie) both in default, and suspended their certificates for six calendar months.

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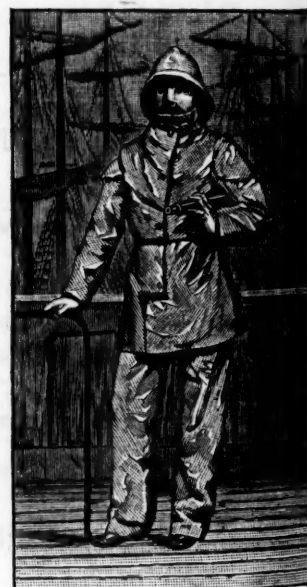
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